

Scale AVIATION Modeller International

1/48
SPOTLIGHT
F-16C ANG
TAMIYA'S LATEST ISSUE

Gale Force Nakajima Ki-84

17
REVIEWS
INSIDE

- **New** Hellcat
F6F-3 First Build
- **New** La5FN
Guard's Fighter
- Avro Tutor
- Scaled-up VC10
- Chinook Gunship



INSIDE

Modellers Profile 9
Nakajima Ki-84

in association with **Hobbylink**
Japan

US Patrol
Boeing Restored

Civil Aviation
Junkers G38



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EDITORIAL

This month's news pages are still resounding to the mighty cannonade that is the annual *Spielwarenmesse*, and the fact that last month's report was necessarily brief means that there are still some sizeable chunks of news and information from that event knocking about in this issue. Our photo report was compiled on the fly in a hotel in Nuremberg and only made last month's deadline due to the kind offices of the SAMI design team, who stayed late and missed their supper to make sure it got onto the page well after the editorial deadline.

By now, the News team has had a chance to scabble about amongst the mountain of paperwork dragged home by our travelling team – catalogues, press releases, flyers and price lists – and stumbled across a few more exciting matters arising that didn't quite make it into the captions of our first report. So, read on...

But first a show update. As usual the SAM Ltd. Editorial team have been getting out and about. February saw then at Milton Keynes and Huddersfield, and by the time this issue goes to print they will have covered the Southern Expo, and be preparing themselves for Cosford, hopefully Hinckley, and definitely the Scottish nationals in Perth, which town the Editor frequently reminisces fondly on from his train-spotting days, when summer Saturday nights would find literally dozens of gricers snoring in the waiting rooms in anticipation of some rare Highland haulage on the Northbound 23.30 from Glasgow Queen Street, and balancing southbound service...

We digress. March and April are the real show season, and no doubt we will all be piling up the kits in anticipation of those long languid summer evenings of modelling excellence that stretch out before us. Either that or simply to stick them in the loft. Whatever their ultimate fate, a model show is certainly one of the best places to pick up kits old and new, so come along and say hello at one of the above, bring a wad of cash, and let us all hope that the café round the corner from Hinckley Leisure Centre is open again on a Sunday this year. ■

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw March

Mr Chapman, UK – Paints
Mr Dujin, FRANCE – Paints
Mr Stevenes, UK – Paints

Entry to the monthly prize draw is FREE to all subscribers.

As the magazine continues to change and develop, I hope readers will begin to see and understand some of the changes that have come about over the last few months. The biggest of these concerns the *Modeller's Profile* series, which has been slowly finding not only its feet, but its final format. As the section is focused on kits and product, rather than on historical prototypes, we have been continuing to look at ways in which we can underline this, and make the section of more direct use to



modellers. It has long been my contention – as a modeller first and foremost – that a

lot of reference material is of only passing use to the casual enthusiast, and while many of us enjoy colour profiles and historical articles purely for their own sake, it can be frustrating when you come across a beautiful piece of colour artwork for which no decal sheet can be found. Usually we can resort to the spares box and our own ingenuity to overcome this, but more often than not some niggling piece of artwork – a squadron badge or a prominent stencil, or codes and serials in outlandish fonts – prevents us from finishing what would otherwise be a tempting project. It is with this sort of situation in mind that we are now beginning to aim the colour profiles in the section at aircraft available on aftermarket decal sheets. The artwork will be original interpretations, but with the potential



model builder in mind we will be aiming to help direct the reader to a product they can buy and

use. This is still in an embryonic atage, and manufacturers of after-market products – decals in particular – who feel they might have something to bring to the party are invited to contact the Editor with a view to discussing future projects.

Readers will no doubt not be surprised to see the Ki-84 on the cover – given HobbyLink Japan's sponsorship – and while we are aware this popular type has in the past been the subject of an *Aircraft in Detail* feature, as well as a kit build with colour artwork, it is a mark of our

confidence in the series that we present the Frank again, this time with the modeller firmly in mind. We have agreed a number of subjects with HLJ for their sponsored section, and I am pleased to say there will be a wide and interesting variety of aircraft covered



from all eras and theatres. HobbyLink's support has to date been impressive, and we look forward to improved coverage of a

lot of product ranges thanks to their involvement. *Scaling Down* in this issue has been a particularly interesting episode thanks to the swift and efficient dispatch of the Platz kits covered in the article.

Other sections of the magazine are continuing to evolve, and our intention is to try and cover as broad a spectrum as possible each month without compromising the quality of anything we print. I am currently compiling thorough databases with a



view to contacting all contributors and reviewers past and present to discuss further work, and while so much re-organisation has been going on throughout the entire company – we are now SAM Ltd. You may have noticed – I have also had to contend with the great laptop meltdown, as well as the

ongoing incursion of most of the ground floor furniture into my office space pending renovations. These latter are almost finished, and I look forward to rediscovering my modelling bench again. I have been camped out on a tea tray for some weeks now, and my activities have of necessity been curtailed.

With regards to the demise of my spare brain – apparently a £400 laptop should be regarded as disposable after barely four years usage – some data has been irretrievably lost, so if you are one of the potential new reviewers whose details have been digitally consumed by the



dratted contraption, please drop me another line. For the rest of the review team I apologise for any neglect over the last few months. There has been a lot of

catching up to do around the office in other areas, and I particularly appreciate the way the team has simply got on with the job with a minimum of fuss. The



Reviews section is still dear to the editorial heart, as it was where he first appeared in

print, so thanks for your ongoing efforts, and if you haven't heard from me in a while, please drop me a line as it may simply be due to a ball dropped whilst juggling too many.

All the current constraints on my modelling time have been aggravated by three things this month. Firstly the Revell 1/144 F-104 arrived, and I went out and bought six before realising I had no time to build them. Secondly, whilst editing up the VC-10 feature for this issue, Robin's suggestion that the



type would look superb in Barley Grey struck a chord, and before you could say 'Neil Robinson' I had decanted an enormous pile of RAF jets from a carton in the loft and was planning a line up of the entire service circa 2007. With Revell's GR.7, the C-17 due later this year, the Minicraft C-130s, and Model Alliance threatening more scaled down decal sheets, the Airfix VC-10 is looking like a likely contender for first on the bench once the office is clear. This business was further aggravated by the arrival of Jeremy Flack's *The Modern RAF* for review from Crowood. Torn between the RAF and the *Luftwaffe*, and with only a tiny tea tray on which to work in front of the scowling countenance of Simon Cowell and that

horrid bloke on the ice-dancing show, I did the only thing possible. I built a tank.

Not any tank though. I have long harboured a fascination for all variants of the Panzer I, so armed with Tony Greenland's *Panzer Modelling Masterclass*, and a Dragon Smart kit, I have been idling



away nearly a full hour each night on a project which has no relevance to these pages, will do nothing to ease the editorial burden, nor even save pennies on the monthly budget by occupying some pages that were better allocated to a more skilful hand at the current going page rate, if the truth be told.

It has been enormously enjoyable. ■

Gary Hatcher
Editor, SAMI





Eyes in the Air

ICM

'A 1/48 what?' This has been the general reaction at the news that ICM have announced a 1/48 Hs 126A (#48211/ETBC) in their 2008 catalogue, although surprisingly little was made about this on their stand at the entrance to Hall 7 at Nuremberg. Certainly the Editor became very animated when he heard about it, and on reading that they also have a 1/48 Sd.Kfz. 222 coming out to accompany it, he became positively voluble on the subject. Apparently these two contraptions might possibly be seen in cahoots in a reconnaissance diorama, but as we know for certain fact that he hasn't built a thing since October – at least not to the point of completion – and is unlikely to get round to such a project, nobody paid much attention.

Other extremely interesting announcements from ICM include a 1/48 C-45F transport, and in 1/72 a Polikarpov U-2 (#72241/ETBC) and a

Heinkel He 70F-2 in Spanish Air Force markings.

ICM's commitment to producing quality injected kits of rare Axis subjects, among others, is to be applauded. There are a lot of unique injected kits in their range, and a



browse through their new catalogue is sure to raise a few eyebrows. Their military subjects are well chosen, and the 1/48 range in particular seems to be very 'aircraft friendly.' Hard to imagine, in fact, where better a kit of an 'Opel Admiral Personnel Car with Luftwaffe officers' (#48201/ETBC) deserves to be reviewed. ■

Macchi Ready

AEROTECH

Aerotech suggest they may have the 1/32 Macchi M.39 ready before too long. Test castings have been received and checked and the etched brass and instructions are now under way. A mid-March release is predicted, so by the time you read this, the limited run may well be selling fast, so chase one up. ■



'The strongest link...'

HobbyLink JAPAN

This month sees the second of the new-look *Modellers Profiles* in association with HobbyLink Japan. This month's profile is devoted to the Nakajima Ki-84.

The *Modellers Profile* is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles



are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.

HobbyLink Japan

At a Glance

It's good to see the industry going flat out again, after a relaxed couple of months digesting the toy fairs. Plenty of good stuff this month, with excellent releases ranging from the diminutive Hasegawa Egg Planes, to the Airfix Nimrod, which has finally been released. Once again it seems to have been a month with something for everyone and with an exciting programme of shows over the spring and early summer, there is plenty of incentive for us all to get building and start putting models on tables.

NEW IN MARCH



A Model	#72131	1/72	MI-6	£37.99
Airfix	#12050	1/72	BAe Nimrod MR.1/MR.2/MR.2P/R.1	£38.99
Anigrand Craftwork	#4010	1/144	Nakajima G10N1 Fukagu	£58.70
Anigrand Craftwork	#4011	1/144	Dornier-Stratosphären Haunebu II	£67.50
Anigrand Craftwork	#4012	1/144	Republic XF-12 Rainbow	£44.60
Anigrand Craftwork	#7277	1/72	Boeing X-20 Dyna Soar	£23.10



Czechmaster	#1184	1/72	Supermarine Spitfire Mk IXC	£25.99
Czechmaster	#1190	1/72	Spitfire Mk IX/XVII in RCAF Service	£31.70
Czechmaster	#MM12	1/144	Martin JRM-3 Mars Coulson Flying Tankers	£52.80
Czechmaster	#MM12A	1/144	Martin JRM-3 Mars Coulson Flying Tankers	£79.20
Dragon	#5033	1/72	Dornier Do 335B-4	£16.50
Dragon	#5040	1/72	F-5E Lightning Reconnaissance (P-38)	£18.99



Eduard	#K1130	1/48	Fairey Fulmar Mk II	£23.99
Eduard	#K8221	1/48	F6F-3 Hellcat	£17.99
F-rsin	#4472	1/144	D.H.114 Heron Aeromarine	£23.50
F-rsin	#4473	1/144	D.H.114 Heron Sabena	£23.50
Hasegawa	#00874	1/72	B-26B Marauder 55/ USAAF 397th BG 5	£19.99
Hasegawa	#00875	1/72	TF-104G Starfighter JBG31 Boelcke	£11.99
Hasegawa	#00876	1/72	Harrier GR.7 Operation Telic	£11.99
Hasegawa	#00877	1/72	Kawasaki Ki-48-II Type 99 Lily	£11.99
Hasegawa	#00878	1/72	Avro Lancaster B Mk I/III	£29.99
Hasegawa	#00879	1/72	F-4J Phantom II VF-102 Diamondbacks	£17.99
Hasegawa	#08178	1/32	Messerschmitt Bf 109E Nightfighter	£22.99
Hasegawa	#08179	1/32	Kawasaki Ki-61 Koh/OTSU Hien	£32.99



Hasegawa	#09777	1/48	P-39 Airacobra RAF	£16.49
Hasegawa	#09779	1/48	P-51D Mustang 4FG 335FS & 355FG 353FS	£14.99
Hasegawa	#09780	1/48	F/A-18D Hornet VMFA (AW)-332 Moonlighters	£36.99
Hasegawa	#09781	1/48	Kawasaki Ki-45Kai Koh Toriyu (Nick)	£29.99
Hasegawa	#09782	1/48	Mitsubishi A6M5 Zero	£14.99
Hasegawa	#09783	1/48	AV-8B Harrier II Plus VMA-211 & VMA-311	£17.99
Hasegawa	#09784	1/48	Douglas A-4B VA-15 Valions	£19.99
Hasegawa	#09786	1/48	F-14A Tomcat VF-14 Tophatters	£29.99
Hasegawa	#E28	1/72	B-24D Liberator 98BG 343BS R/ The Squaw	£32.99
Hasegawa	#JT094	1/48	Focke Wulf Fw 190A-8	£14.99
Hasegawa	#TH1	None	F-15 Eagle 'Egg Plane'	£4.99
Hasegawa	#TH2	None	F-14 Tomcat 'Egg Plane'	£4.99
Hasegawa	#TH4	None	F/A-18 Hornet 'Egg Plane'	£4.99
Hasegawa	#TH6	None	Space Shuttle 'Egg Plane'	£4.99



Hobby Boss	#80258	1/72	F-86F-30 Sabre	£3.99
Hobby Boss	#80327	1/48	F4F-3 Wildcat (Late)	£10.99
Hobby Boss	#80328	1/48	F4F-4 Wildcat	£10.99
Hobby Boss	#80329	1/48	FM-1 Wildcat	£10.99

NEW IN MARCH

Hobby Boss	#87203	1/72	A-7D Corsair II	£11.99
Hobby Boss	#87204	1/72	A-7E Corsair II	£11.99
Hobby Boss	#87205	1/72	A-7P Corsair II	£11.99
Hobby Boss	#87206	1/72	A-7H Corsair II	£11.99
Hobby Boss	#87219	1/72	AH-64D Apache	£8.99
ICM	#72202	1/72	Ki-27b Japan Army Fighter	£6.99



Italeri	#1274	1/72	A-26A/B Invader	£12.99
Italeri	#1275	1/72	F-5B Freedom Fighter	£7.99
Italeri	#1276	1/72	Fiat CR.42 LW	£7.99
Karaya	#48011	1/48	Nieuport 25	£33.50
Karaya	#48025	1/48	Martinsyde F.4 Buzzard Finnish version	£35.70
Karaya	#48026	1/48	Martinsyde F.4 Buzzard Spanish version	£35.70



Mach 2	#7241	1/72	Douglas X-3 Stiletto	£16.35
Omega Models	#72200	1/72	Hawker Hurricane Hilson FH.40	£34.80
Omega Models	#72335	1/72	Chengdu F-7 PG Pakistan	£47.70
Planet Models	#21072	1/72	Gamma 21/5D	£27.45



Revell	#04581	1/48	Bae Harrier GR.7	£16.99
RS Models	#92032	1/72	Avia B.35.2	£14.50
RS Models	#92033	1/72	Arado Ar 76	£14.50
RS Models	#92034	1/72	Nakajima Ki-27B	£14.50
RS Models	#92035	1/72	Manshu Ki-79A Shimbui-tai	£14.50
RS Models	#92037	1/72	Manshu Ki-79B	£14.50
RS Models	#92038	1/72	Tachikawa Ki-94 II	£19.99
RVHP	#2200	1/72	Learjet C-21A USAF	£51.99
RVHP	#2204	1/72	Learjet 35A SAAB Nyge Aero-target tug	£51.99
RVHP	#2208	1/72	Learjet 35A Finland	£51.99



Trumpeter	#02417	1/24	Hawker Hurricane IID/Trop	£59.99
Unicraft	#48003	1/48	McCulloch MC-4YH-30	£34.99
Welsh Models	#PJW29V	1/144	Avro Vulcan B Mk 2/Blue Steel	£15.99
Welsh Models	#PJW60P	1/144	Avro Vulcan B Mk 2 XL321 and XM570	£33.99
Welsh Models	#SL148P	1/144	Avro York BOAC/Skyways of London	£27.60
Welsh Models	#SL165V	1/144	MD-11 (PW) Delta Air lines	£38.30
Welsh Models	#SL184V	1/144	L-1011 Tristar 100 (early engines) TWA	£38.30



Marauders

VALOM

Two new kits added to the Valom canon are:

- VAL72020 Martin B-26A Marauder
- VAL72028 Martin Marauder Mk I ■

Fairest of them All

XTRAKIT

Looks like the long Sea Vixenless night is almost over, and now the winter of our discontent will be made glorious by this summer sun of Xtrakit XK72003.

Yepah! ■

Farewell

METEOR

The following press release has been received:

Meteor Productions Closes

After fifteen years of serving the modelling community with superior decals and resin conversions, Meteor Productions Inc. will cease business operations at 8am Monday February 18th 2008. We are closing due to factors entirely unrelated to this company, the hobby, the hobby industry, and the general business environment.

I want you to know how much I have



enjoyed and appreciated my many years of working with so many fine people in America and around the world. You have been wonderful and I'm privileged to have known you. May God bless you. (However, I'm not likely to miss the seven-day workweeks, 16-19 hours per day!)

Good luck and good modelling!

Dave Klaus

SAMI would like to wish David, and all connected with Meteor, the very best, and to say thanks for the support and assistance in the way of review material and information we have received over the years. ■

Seven Up

AZ MODELS

Another generous helping from AZ Models this month, with news of the release of seven new kits. There are, of course, even more listed as future releases, with that Arado 96 being a major talking point among modellers online. Looks like it shouldn't be too far off now as well.

One interesting item taking shape is the 1/48 Fokker G.1 (#4828/ETBC), but no further word on the much longed-for Vengeances as yet.

Kits reported new to stock are:

- 1/48
- #4821 Morane Saulnier MS-405C-1
- 1/72
- #7227 V.L.Pyry
 - #7228 V.L.Pyry Post war
 - #7233 Breguet Bre-14 over Finland
 - #7247 Kawasaki Ki-28 Bob
 - #7248..Kawasaki Ki-28 Bob Chinese Theatre
 - #7249 Avro 626 Tutor University Air Sqns 1938

The Hawker Hinds are looking good too, with masters progressing well, and some superb boxart to whet the appetite. ■





The standard of modelling was superb – and this Airfix TSR.2 on the SIG stand was simply breathtaking

Big Day Out

HUDDERSFIELD SHOW

Just imagine, if you will, a supermarket full of models and modellers. You'd simply want to stay there all day, wouldn't you? Well, you can – at least you could on Sunday 17th February, because that was the day the Huddersfield Show returned, and this year it seemed even bigger and busier than ever.



Mr. Mike McEvoy, whose Tailpiece will be sadly missed by many

Always a favourite with SAMI staff, the show drew the modelling glitterati to view the club tables, peruse the trade stands and ultimately to spend lots of cash. No difficulty there either, as the line up of traders was as impressive as the displays. There was plenty to see and do, and plenty to fill your boot with – not least enough Airfix Nimrods to build a house.

The venue was the same as in previous years, and the arrangement of



Imagine a supermarket full of models and modellers...

the traders in a double line down the centre, as well as round the walls, worked very well. It was easy to orientate round what was a large and constantly busy room, in which it was impossible to see everything, and equally impossible to cross the room without stopping five times for a conversation on the way with some old acquaintance or another. The atmosphere was tremendous, and we look forward to next year's event in the sure and certain knowledge that it will be another winner. It's nice to have something to smile about in February. ■



Veteran reviewer Ernie Lee raises an eyebrow at a misuse of the subjunctive in a rival publication



Mr. Trevor Snowden was present on the Airfix stand, with some of his Merlin-engined friends

Fury Fury Halelujah

TRUMPETER

One item that caused our travelling News team to pause in wonder at Nuremberg was the poster in Trumpeter's booth promising a 1/48 Sea Fury. If this is as good a scale-up from the 1/72 kit as was the Wyvern, then Mr Hatcher may have to reconsider his choices for top fifteen FAA aircraft. Of course no one but himself cares a jot for his preposterous notions, but it promises to be a top link release, and the sooner the better!

Meanwhile a look through the new Trumpeter catalogue makes very interesting reading, with a mass of items labelled 'New.' Pretty much all those we included in our new kits list a couple of months ago, in fact, and almost impossible to predict what will be coming next. Still, nice to see some



artwork for most of them now.

Among the 1/72 items added to the list, are some eye-openers:

- 01634 BAe Lightning F.1A/F.2
- 01635 BAe Lightning F.3
- 01636 K-8 Karakorum Trainer
- 01637 Fw 200C-3 Condor
- 01640 A-6A Intruder
- 01645 Su-27 Flanker C
- 01646 Be-6 Madge
- 01647 MiG-19 PM farmer E



- 01649 F-100D Super Sabre
- 01654 BAe Lightning F.2A/F.6
- 01655 Tu-22M2 Backfire B

One or two interesting 1/144 items are included, with strangely little fanfare, and among these are the F-22 Raptor (#01317/ETBC), F-117A Nighthawk (#01330/ETBC), YF-22 (#01331/ETBC) and YF-23 (#01332/ETBC). ■



Valiant Wings Revisited

MPM

Look out for the latest new releases from MPM. The second edition of the A-20 kit in 1/72 is due, and this will be the Boston Mk IV/V (#72549/ETBC). This is a bomber version of the ground attack Havoc that featured the glazed nose for a bombardier. The US Army designated this version the A-20J/K. In the RAF it was known as the Boston Mk IV/V. Decals included offer three RAF machines and one colourful Free French example.

Also due soon in 1/72 are the



Wellington Mk II (#73535/ETBC), and Defiant TT (#72552/ETBC).

MPM also have re-editions due out of



the 1/72 Blenheim kits. The Mk I (#72500) was sold out and withdrawn from the price list for more than 2 years, but now comes back with markings for British, Yugoslavian and Finnish machines. The original Mk IV kit (#72089) was built for this organ by one G. Hatcher many years ago. This re-issue (#72063) contains resin parts for radar and machine guns pod. The canopies are injected with additional vacformed teardrop-shaped side windows. Decals offer an overall black machine from 68 Squadron, used by Czechoslovakian aircrews, along with RAF Coastal Command, and Free French machines. ■

Make Mine a Gosling

CLASSIC AIRFRAMES

The next few releases from Classic Airframe have been announced, and include the delightful Grumman Widgeon, an aircraft much beloved of those who built the Airfix kit decades ago. How on earth did they ever come to kit that?



More Dorniers too, as well as the de Havilland Venom. Lots to look forward to then!

- #4132 - Grumman J4F Widgeon
- #4142 - Venom
- #4116 - Dornier Do 17P
- #4117 - Dornier Do 17E
- #4139 - Martin 187 Baltimore (British)
- #4140 - Martin 187 Baltimore (Foreign) ■

More Warhawks

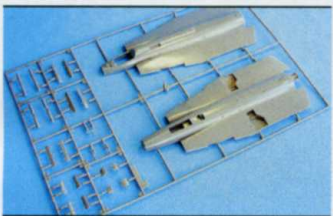
HASEGAWA

Also mooted at Nuremberg was Hasegawa's impending 1/32 P-40E (#08879/ETBC), a kit that will be greeted with mixed emotions by the large scale community. Featuring around 200 parts, the kit will include markings for two USAAF aircraft – one from the 9th FS/49th FG flown by Lt. John D. Landers and a 76th FS/23rd FG machine piloted by Maj. Edward



F. Rector in China, July 1942. Pilot figure, drop tank, and 500lb bomb parts are included.

Of more immediate interest to many is the imminent arrival of the 1/48 Saab Draken (#07241/ETBC). This exciting release will feature 109 parts and features markings for two Swedish machines. We can hear the resin being mixed for the updates already! Test shots look pretty good, and we look forward to bringing you a full build of this much underkitted aircraft in the near future. ■



Chinese Line

OMEGA

The ever-prolific Czech manufacturer Omega has passed on information concerning three interesting new kits for those with a taste for the esoteric. These are as follows:

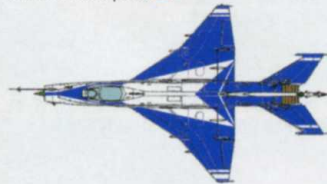
- OME72335 Chengdu F-7PG (Pakistan) £47.70
- OME72337 Chengdu F-7MG (China



and Bangladesh) £TBC

- OME72338 Chengdu F-7FS (China) £46.70

Kits are to 1/72, resin, and include vacform canopies. ■



Short measures

CMR

One of the most dramatic resin kits to come out in the near future will be the Short S-23 C-Class flying boat (#200/ETBC), an impressive and ambitious project, and one which many hope will be the precursor of a whole range of giant silver machines – in fact one well-known figure in the model publishing scene is so keen for this to be the case that he has even been seen hovering in the vicinity of a church, with



a view to petitioning a higher authority for intervention, only his fear of the collection tin dissuading him in the end. ■

Aero Dynamics

PLANET

The next kit from Planet will be with us before the end of March, and will be the 1/32 Heinkel He 176 1/32



(#203/ETBC). An image has been released of the resin master, along with that of another interesting release from this source, the Aero A-300 in 1/72 (#178/ETBC), which should be released in April. ■

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Any old Iron Works

EDUARD

As one might expect from such a high profile release, there has been debate in learned quarters about the new Eduard Hellcat (see feature in this issue). Some queries have, by all account, been raised concerning the shape of the cowl, but Eduard remain unperturbed commenting 'we invested a lot of time into the development of our cowl, and I do not think we could've produced a better one.' Certainly the finished product looks superb, and Eduard have no intention of retooling the part, standing firmly by their product.



This leads to an interesting snippet. By all accounts they have been having some concerns over the nose of the Fw 190D, and a lot of time and effort has been going into producing the right profile. For those who think they know better it will probably never be good enough in any case. For the rest of us this dilemma is merely indicative of the imminent arrival of a desirable Dora tooled to the standard of the rest of the series – something we have been looking forward to here since we saw Mr. Arthur Bentley doing business with a tall Czech gentleman in Anaheim last year.

Back to the meat of the matter. The next Hellcat boxing will be the Royal Navy Hellcats Mk I and Mk II, in a Dual Combo packing, in July. The Royal Class will follow in November, and will come in a slightly different style than the



previous Royal Class kits. The bonuses will be based more on aftermarket products, with an engine in the Aires 'Quickboost' style, new wheel wells, and other parts needed for a top of the line, detailed model.

There will be only one new kit in March, which will be the Focke-Wulf Fw 190A-5 in the Weekend Edition, and April will see a re-release of the Spitfire Mk 22/24 in 1/48.

May's main release will be extremely interesting. Although Eduard ruefully suggest there will no doubt be a controversy over the cowl, wheels or even Richthofen's pet dog's head! The 1/48 Fokker Dr.I will certainly be one of



the top Eduard production items ever, being very close to its makers' hearts. The initial release will be the Richthofen brothers Limited Edition kit, with 1/48 figures of Manfred von Richthofen and his brother, Lothar, included. There will be some more bonuses as well, which will raise this boxing to that of something akin to a small 'Royal Class' kit.

As ever, watch this space. Eduard are constantly surprising us, and there is plenty more to come in 2008. ■

Resin projects

FREIGHTDOG

Freightdog are now hoping to release their 1/72 resin Hawker P.1154 Supersonic Harrier kit during March, this being delayed due to new reference material coming to light. The kit will be their first to include 'whiff weapons' in the form of the Blue Dolphin, a cancelled development of the Red Top missile. They also advise that their next project will be a 1/72 kit of the Hawker P.1081,



a swept-wing through-pipe development of the Seahawk that could have equipped the RAF, RAuxAF and RAAF during the early 1950s. Also expected in stock soon will be the Nostalgic Plastic 1/72 YF-102A resin kit, and this will be followed during the third quarter by a big lump of resin in the form of the Martin P4M Mercator in the same scale, all of the above kits being produced by Anigrand Craftwork. ■

Four Engines Good

A MODEL

Just when you might have begun to assume we were mistaken about the promised series of 1/144 Lancasters from Amodel, up pops some boxart in the editorial inbox with a polite note to the effect that they really are going to happen, so be of stout heart. No prices



or release dates as yet, but the two nearest the boil at the moment seem to be #14427, the Avro Lancaster 10MR RCAF Rescue machine, and #14411 the Lancaster B Mk I/III.

Others in the series, you may recall, include #14412, the Avro Manchester, and #14413 the Avro Lincoln. ■

Lost in Space

ANIGRAND

As you might expect, more astonishing news from Anigrand, including further adventures in 1/144, as well as some larger scale items, and a couple of real treats for those whose love of aviation transcends earthly bounds...

Out now in 1/72 is the Titan II (#2078/US\$68). Anigrand tell us that in 1955, while the first US ICBM Atlas was developed, the USAF decided to develop a complete second ICBM



system by way of a back-up. Martin was awarded a contract for this project, designated XB-68/XSM-68 Titan I. Even as the first examples were rolling off the assembly line, the Air Force was searching for a way to improve the missile, urged on by the success of the Soviet Sputnik launch.

In 1960, Martin proposed an improved version which would carry a larger warhead over a greater range and could be fired in a single minute. The Air Force awarded Martin the contract for this new missile, designated Titan II.

Captive flight tests began in 1961, and in February 1963 a Titan II fired from the Air Force Missile Test Centre logged a successful 6,500-mile flight. The following October the Air Force Missile Division turned over the first Titan II strategic missile wing to the Strategic Air Command (SAC). By December 1963 all

six Titan II squadrons were on operational alert until retired in 1986.

The Titan II, was a large two-stage, liquid-fuelled, rocket-powered ICBM that incorporated significant performance improvements over the earlier model. It was the first strategic missile that used storable hyperbolic propellants and an inertial guidance system. The Titan II also served as a launch vehicle for the Gemini manned spacecraft missions and military and civilian satellites.

Following the Titan, 1/144 fans can look forward to an extraordinary kit in 1/144, this being the Alekeyev Lun Ekranoplan 'Caspian Sea monster' - expected in April - and in the same scale later in the year a pair of kits depicting the Boeing XB-15 and the Martin XB-16. Both of these are long range bomber prototypes, the former designed before but flying after the

B-17, with an extraordinarily large wing area, and the latter, a twin-boom affair that bears more than a passing resemblance to a twin-boom B-17, despite being from a different stable.

In 1/72, again, modellers can look forward to a kit of the McDonnell Blue Gemini space capsule, and this is designed to be compatible with the Titan rocket kit, to enable a complete Gemini-Titan space launch to be recreated.

These developments present us with an interesting editorial dilemma. Having debated the feasibility of aircraft-associated ground equipment in these pages, do we now need to establish where 'aircraft' end and 'rockets' begin? Can this title legitimately cover spaceflight, and if not, where do we draw the line? Perhaps, below the Van Allen Belt? We would gleefully entertain all feedback on the dilemma... ■



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F8F-I BEARCAT TM02247 £39.99



F6F-3 HELLCAT TM02256 £45.00



HURRICANE IIC PHOTO ETCH SET TM06604 £21.99

WYVERN S.4 PHOTO ETCH SET TM06606 £19.99



HURRICANE MK I TM02414 £59.99



ME BE109K-4 TM02418 £49.99



HURRICANE MK IID TROP TM02417 £59.99



ME 262 B-1A/UI TM02237 £42.99



SBD-1/2 DAUNTLESS TM02241 £59.99



P-51B MUSTANG TM02274 £39.99



VICKERS WELLINGTON MK III TM02823 £49.99



SEAHAWK FGA MK VI TM02826 £19.99



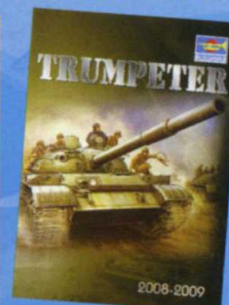
SEAHAWK MK 100/101 TM02827 £19.99



P-47N THUNDERBOLT TM02265 £54.99



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Tandem!

REVELL

This month's abuse of editorial prerogative is aimed squarely at a kit that has been a long time coming, and is very, very welcome. Revell have finally released their single-seat Starfighter in 1/144, and it is every bit as neat and trim as the TF-104G that preceded it (by some years!) which is no surprise really, as it is largely the same parts with a new



nose-section included.

The Starfighter has always been an evocative machine, and the arrival of this kit in the meagre 1/144 firmament gives us another very bright star, while also knocking one more crucial type off



F-104G Starfighter

Scale: 1/144 Kit No: 04060
Price: £3.50 Decal Options: 2
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 39, Clear 1
Manufacturer: Revell

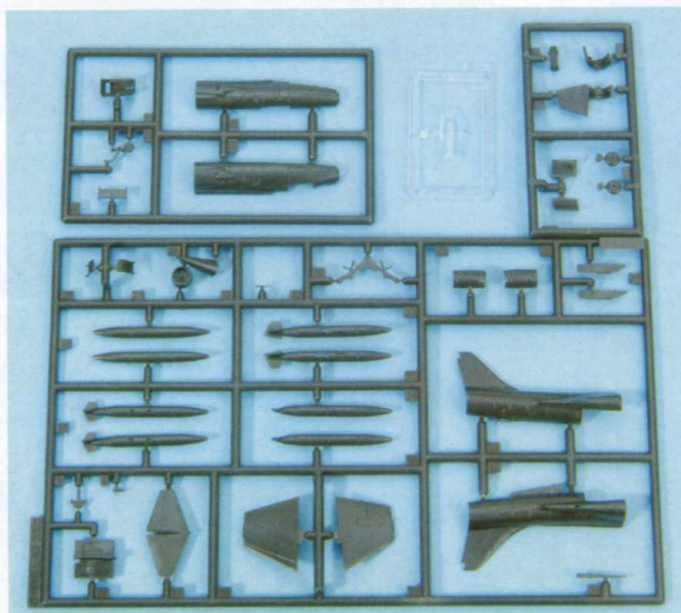
the 'why isn't there a decent kit of this thing' list. And while I know I do bang on about these little kits from time to time, the fact remains it is simply a very good tooling, and better than a lot of kits around in larger scales. It will also fill more gaps in more collections than many bigger more expensive products, and hopefully provide further incentive to those considering the scaling down option. Certainly its presence in Hannants' top ten best selling items list when it first hit the shelves augurs well for devotees.

If I have one gripe, it's the colour schemes. Revell have provided two options, both in the green/green/black

Norm 83, as seen more commonly on the Tornado. While it is an interesting choice, it lacks the lustre of the more classic Norm 72, and it is devoutly to be hoped that Daco's promised decal sheet comes out soon. Daco's website currently suggests 'end of March 2008,' and with this in mind – and the prospect of being able to model any German Starfighter in 1/144 – yours truly has been buying and stockpiling the things as fast as the local Modelzone can get them in.

GH

SAMI



One quarter of Daco's promised sheet – this will be available in 1/144

Mex Best Thing

SHOW REPORT

Report on the Club stands at the London Model Engineering Exhibition by Brian Boot

The Exhibition took place on the 18/19/20th of January last. Meridienne, the company that organizes this show, agreed to let four clubs organise display stands. A variety of scale model subjects was put on show, and prospective model makers were encouraged to join a club and enjoy the great advantages that membership offers, whatever your experience and skills in model making.

The four clubs displaying were the Association of London Modellers, West Middlesex Scale Model Club, IPMS Farnborough and South London Scale Model Club. It is gratifying to report that they had more than their fair share of attention on the three show days and



club members were kept on their feet most of the time answering the public's questions about the models displayed.

As an additional draw to the stands, club members gave demonstrations on the subjects of airbrushing, making your own decals, creating artificial water scenes and constructing model kits. Meridienne was



delighted with the display and the attention it created. They have invited the clubs to the exhibition again next year, where they hope to have a larger display, with perhaps a few more clubs joining in.

All the club members manning the stands enjoyed the experience of bringing scale plastic modelling to the fore with the general public. A great deal

of interest was shown making it a very positive and worthwhile time for the clubs. In addition the clubs have a few prospective new members that have been invited to meetings.

The four clubs' details are:

Association of London Modellers (Incorporating London IPMS)

Meetings held last Wednesday of each month at St. Brides Institute. Nearest Station Blackfriars.
www.londonmodellers.co.uk e-mail Brian Lay at membership@londonmodellers.co.uk

IPMS Farnborough Model Club

Meetings held second Monday of each month at Railway Enthusiasts Club, 103 Hawley Lane, Farnborough, Hants. GU1 8JG www.ipms-farnborough.co.uk e-mail petereadman@ipms-farnborough.co.uk

West Middlesex Scale Model Club

Meetings held last Monday of each month at The Railway Club, 1 Harlington Road East, Feltham, Hounslow TW14 0AA e-mail tonyhorton@blueyonder.co.uk

South London Scale Model Club

Meetings held first Thursday of every month at The Wilditch Centre, Culvert Road, Battersea, London, SW11 e-mail arshad@hotmail.com



Brian Boot is a member of all four participating clubs, and is to be congratulated on his efforts in organising plastic modellers' participation at the MEX event. ■

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1:48 SNAP

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1:48 SNAP

HURRICANE MK I PG8411 £6.99

NEW

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1:48 SNAP

ME 109 G-6 PG8413 £6.99

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1:48 SNAP

ME 262 PG8413 £6.99

NEW

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1:48 SNAP

V2 PG8415 £6.99

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1:72

EM1002 £4.99

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EMHAR MIG-3 MIKOYAN GUREVICH WWI RUSSIAN FIGHTER



1:72

EM2001 £3.99

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EMHAR LAGG-3 LAVOCHKIN WWI RUSSIAN FIGHTER



1:72

EM2002 £3.99

BACK IN STOCK!

EMHAR YAK-3 YAKOVLEV WWI RUSSIAN FIGHTER



1:72

EM2003 £3.99

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1:72

ZEPPELIN STAAKEN R.VI Aviatik 52/17 URO-050 £49.99

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1:32

ALBATROS D.I URO-614 £34.99

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RODEN



1:48

DE HAVILLAND D.H.4 URO-422 £18.99

RODEN



1:72

S.E.5.A W/ HISPANO SUIZA URO-023 £6.50

RODEN



1:32

FOKKER D.VI URO-603 £27.99

RODEN



1:48

RAF BE12B URO-412 £18.99

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1:96

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1:72

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B-24D Liberator

Scale: 1/72 Kit No: 00558

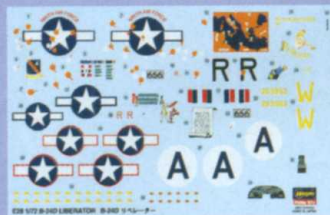
Price: £32.99

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models/Amerang

US Importer: Stevens International



FIRST LOOK

Mediterranean Bomber

B-24D Liberator

HASEGAWA 1/72

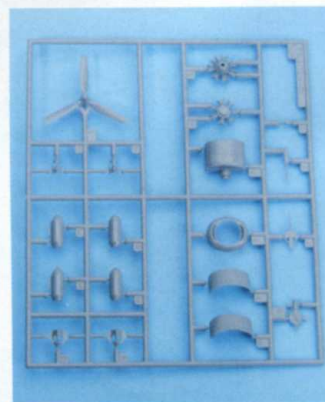
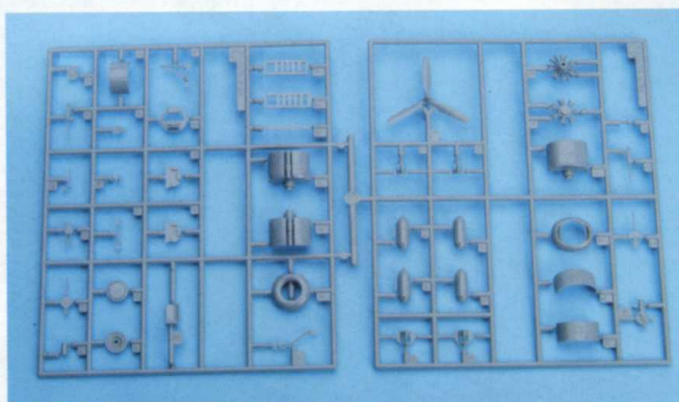
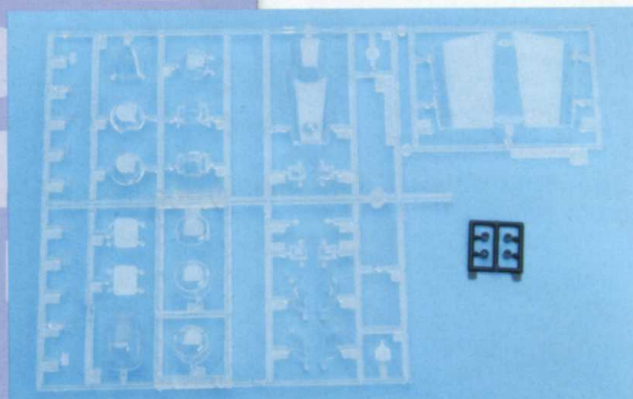
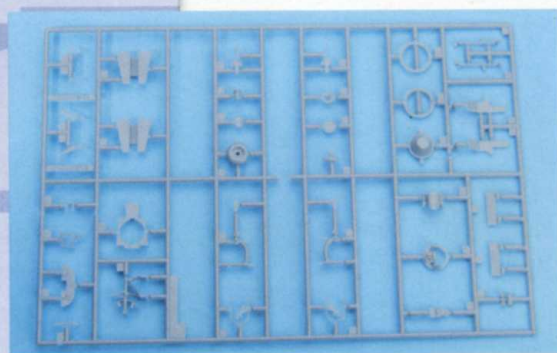
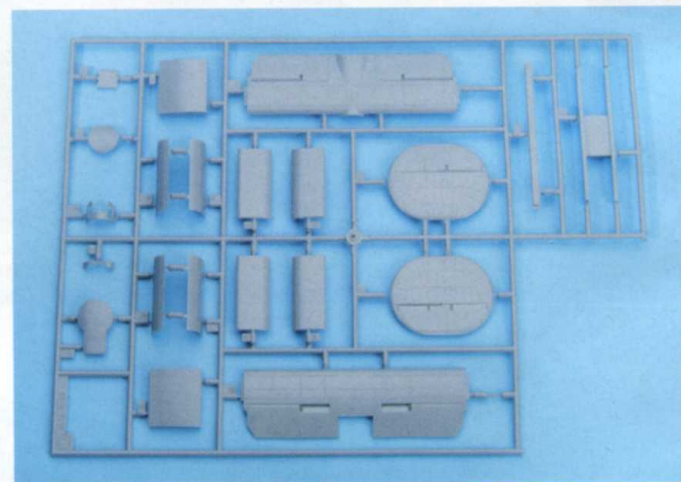
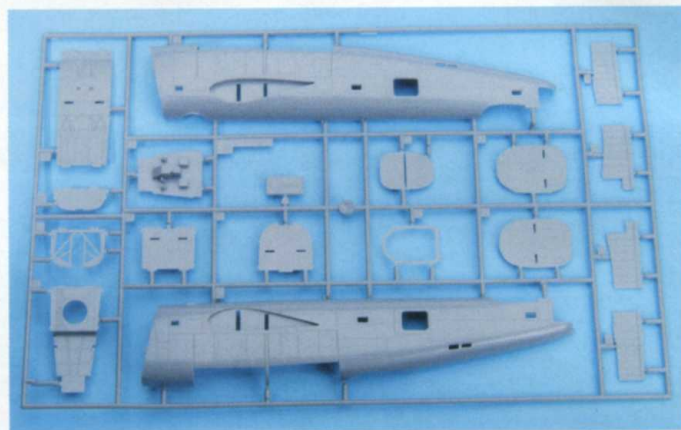
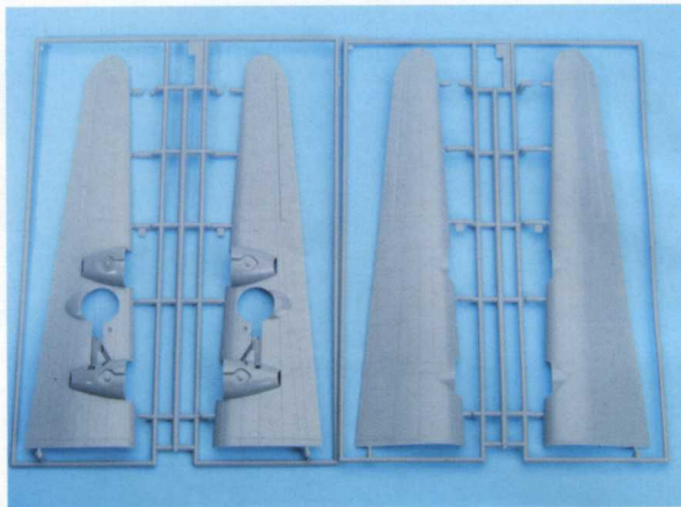
BY GARY HATCHER

One by one all those great big bombers we grew up reading about are getting the treatment they deserve. The Lancaster has finally landed, the Wellington too, the Halifax awaits its turn, and both the Hampden and the Stirling still languish. As for the Whitley - not even the Czechs seem to have put their mark on that one yet, and they seem to be tooling up for everything that ever flew.

Recently it has been the turn of the B-24, a type long overdue an update in kit form, and one that finally has a product worthy of it. This is a big kit, with a lot of plastic, and a lot of detail.

It is immediately clear from the parts layout that a number of variations will be coming along, and with the B-24J already announced, we look forward to this particular kit going on and on.

SAMI



KIT SUPPLIED BY

Hobbylink Japan

Falcon Follow-up!

Lockheed Martin F-16C (Block 25/32) Fighting Falcon ANG

TAMIYA

1/48

BY GARY HATCHER

The second release in Tamiya's popular F-16 series is now due. Following the record success of the first release, the F-16C/J, which won a *Modellfan* award at Nuremberg, the second kit is the Lockheed F-16C (block 25/32) – Fighting Falcon ANG (#61101/£29.99), and features the aircraft in National Guard service.

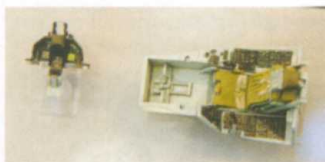
The F-16 has become one of the most widely-used jet fighters in the world, and has undergone a series of upgrades throughout its service life with various air forces. The Block 25 entered service in 1984 and featured upgraded



radar and cockpit avionics. The Block 32 was the first upgrade affected by a program to use different engines in the F-16, and continued to use Pratt & Whitney engines, while the Block 30 used engines made by General Electric. The Block 32 has been upgraded to carry a wide range of weapons, including the LITENING II laser targeting pod, which enables precision attack capability with laser-guided bombs.

Tamiya's revised tooling includes new parts that accurately reproduce the correct engine nozzle and smaller air intake that correspond to Pratt & Whitney powered F-16s. Main landing gear and doors are also depicted with new parts, while the wing reinforcement plates for Block 32 are recreated with decals.

The extensive weapons set features AIM-9L/M and AIM-9X sidewinders, AIM-120 AMRAAM, wing and centreline fuel tanks, and LITENING II targeting



pod. New parts for GBU-12 laser-guided bombs feature clear parts to depict the laser guidance package for a more realistic finish. Three sets of U.S. Air National Guard markings included.

A separate set of etched 'detail up' parts are available from Tamiya to enhance the kit, and no doubt there will be plenty more to follow from after market sources. ■

SAMI



F-16C Fighting Falcon ANG

Scale: 1/48

Kit No: 61101

Price: £26.99

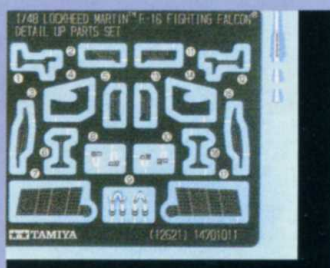
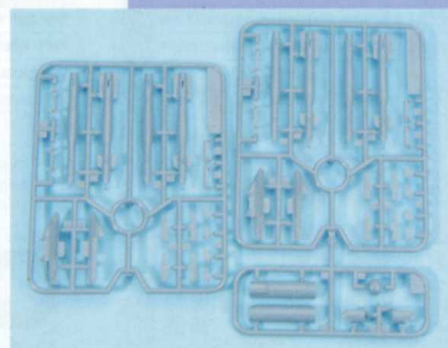
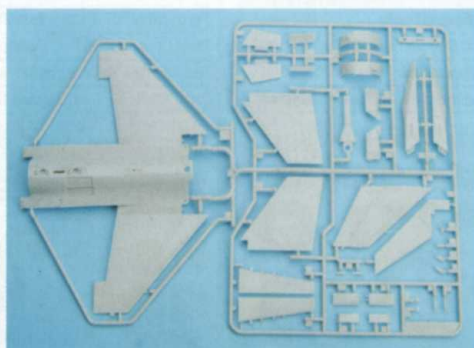
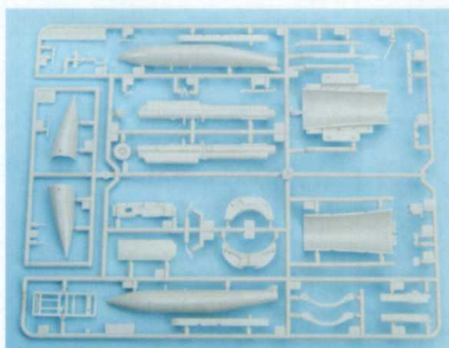
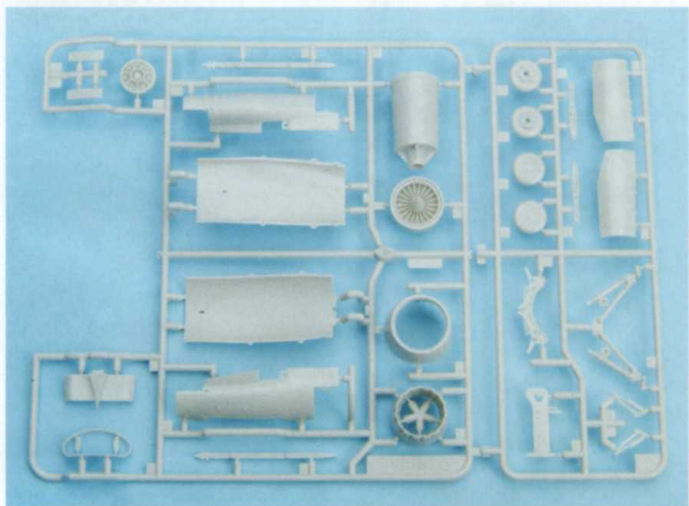
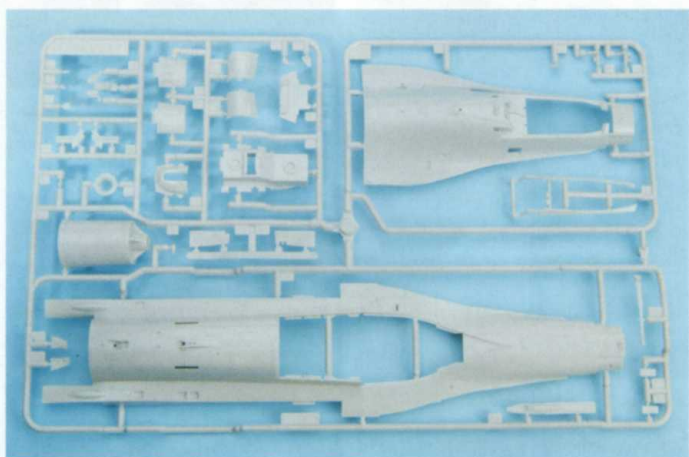
Type: Injection Moulded Plastic

Status: Revised Tooling

Parts: Plastic 273, Clear 24

Manufacturer: Tamiya

UK Importer: The Hobby Company

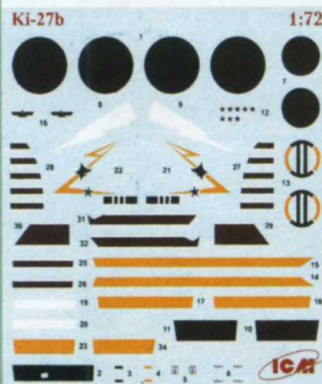


Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



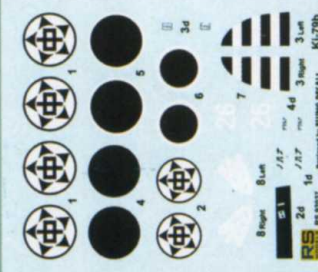
Nakajima Ki-27b

Scale: 1/72 Kit No: 72202
Price: £6.99 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 3 Manufacturer: ICM
UK Importer: Hannants US Importer: Dragon USA



Manshu Ki-79b Shimbu-tai

Scale: 1/72 Kit No: 92037
Price: £14.50 Decal Options: 3
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded plastic
Parts: Plastic 40, Clear 2, Etched 35
Manufacturer: RS Models UK Importer: Hannants

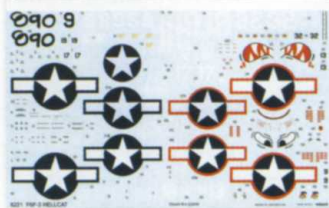


F6F-3 Hellcat



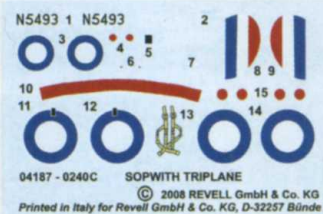
Grumman F6F-3 Hellcat

Scale: 1/48 Kit No: 82221
Price: £17.99 Decal Options: 5
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 107, Clear 18, Etched 77
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron



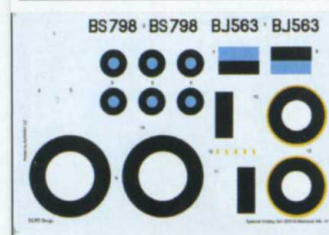
Sopwith Triplane

Scale: 1/72 Kit No: 04187
Price: £2.99 Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 23 Manufacturer: Revell



Mohawk Mk IV

Scale: 1/32 Kit No: 32016
Price: £32.80 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 77, Clear 12, Resin 27, Etched 82
Manufacturer: Special Hobby
UK Importer: Hannants US Importer: Squadron



Harrier GR.7/9

Scale: 1/48 Kit No: 04581
Price: £16.99 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 152, Clear 5
Manufacturer: Revell



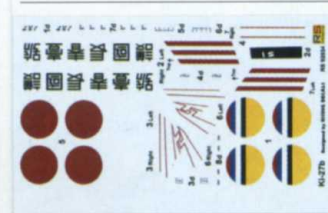
Fairey Fulmar Mk II

Scale: 1/48 Kit No: 1130
Price: £23.99 Decal Options: 5
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 86, Clear 10, Etched 146
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron



Nakajima Ki-27 Manchoukuo

Scale: 1/72 Kit No: 92034
Price: £14.50 Decal Options: 2
Panel Lines: Recessed Status: Re-issue
Type: Injection Moulded plastic
Parts: Plastic 36, Clear 1, Etched 32
Manufacturer: RS Models UK Importer: Hannants

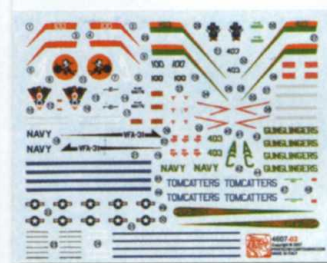


Revell have a habit of coming out with releases too good to miss at the moment. This reboxing of the Hasegawa kit is an exceptionally good value product, and will no doubt prove a popular seller. Three decal options give a good up-to-the-minute picture of the Harrier force, and the 41 Sqn aircraft with the white tail is particularly pleasing.



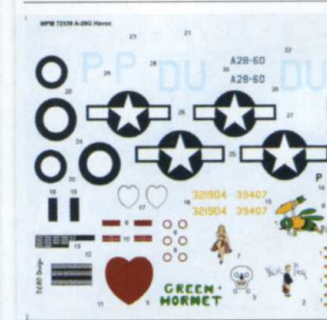
F/A-18E Super Hornet

VFA-31 Tomcatters and VFA-105 Gunslingers
Scale: 1/144 Kit No: 4607
Price: £7.99 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 1 (x 2 kits)
Manufacturer: Dragon
UK Importer: The Hobby Company
US Importer: Stevens International



A-20G Havoc

Scale: 1/72 Kit No: 72539
Price: £17.50 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 109, Clear 9
Manufacturer: MPM UK Importer: Hannants
US Importer: Squadron





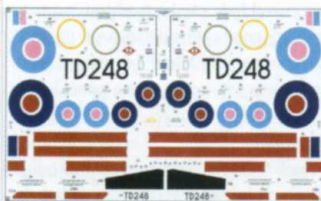
Saab 340B/Tp100A

Scale: 1/72 Kit No: MS-118
 Price: £TBC Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Vacform
 Parts: Vacform Plastic 32, Vacform Clear 2, Plastic 56
 Manufacturer: Broplan UK Importer: Aeroclub



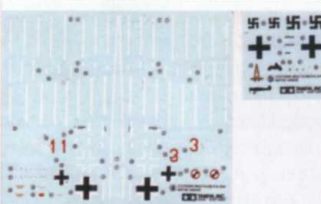
Supermarine Spitfire Mk XVI Airfix Club Limited edition

Scale: 1/48 Kit No: N/A
 Price: Available to Club members
 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 63, Clear 4 Manufacturer: Airfix



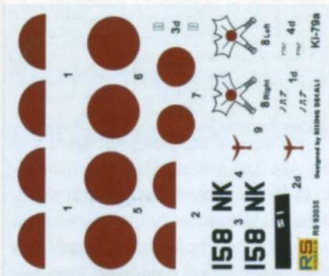
Fw 190D JV44

Scale: 1/72 Kit No: 60778
 Price: £10.99 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 45, Clear 3
 Manufacturer: Tamiya
 UK Importer: The Hobby Company
 US Importer: Stevens International



Manshu Ki-79a Shimbu-tai

Scale: 1/72 Kit No: 92035
 Price: £14.50 Decal Options: 3
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 40, Clear 1, Etched 29
 Manufacturer: RS Models UK Importer: Hannants



Dornier 215B-5

Scale: 1/72 Kit No: 72302
 Price: £9.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 162, Clear 6
 Manufacturer: ICM UK Importer: Hannants
 US Importer: Dragon USA



Tachikawa Ki-94 II

JAPANESE HIGH-ALTITUDE INTERCEPTOR

Scale: 1/72 Kit No: 92038
 Price: £19.99 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 40, Resin 2, Clear 1, Etched 40
 Manufacturer: RS Models
 UK Importer: Hannants



Arado 76

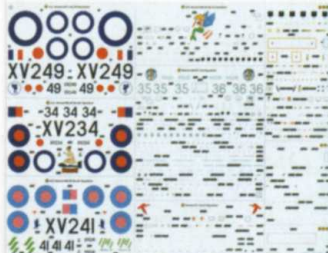
Scale: 1/72 Kit No: 92033
 Price: £14.50 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 24, Clear 2, Etched 16
 Manufacturer: RS Models UK Importer: Hannants

This small but perfectly formed kit is one of those little gems that can suddenly turn you aside from the best laid plans and have you planning an epic collection of Luftwaffe trainers, regardless of all the half-finished masterpieces on the workbench. The kit itself is a diminutive caramel coloured affair, but when wedded to



BAe Nimrod

Scale: 1/72 Kit No: 12050
 Price: £38.99 Decal Options: 6
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 224, Clear 25
 Manufacturer: Airfix



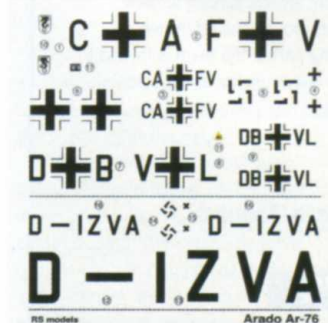
Fokker D.XXI

Scale: 1/48 Kit No: 48078
 Price: £19.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 87, Clear 3, Resin 16, Etched 28
 Manufacturer: Special Hobby
 UK Importer: Hannants
 US Importer: Squadron



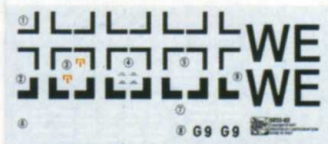
the colour etched interior parts, and seen in the light of the colour artwork on the back of the box – where three very attractive options are presented – it simply cries out to be built in multiples. 'But the price,' some may groan. £14.50 for such a tiny thing...

Yes, but a round of drinks costs more these days, and this is so much better. It's a quality product, will make up into a beautiful little model, and will be worth every penny.



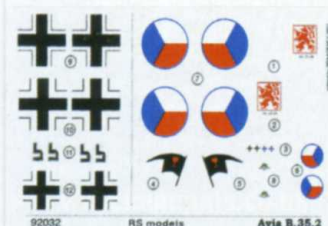
Dornier Do 335B-4

Scale: 1/72 Kit No: 5033
 Price: £16.50 Decal Options: 1
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 116, Clear 2, Etched 14
 Manufacturer: Dragon
 UK Importer: The Hobby Company
 US Importer: Stevens International



Avia B.35.2

Scale: 1/72 Kit No: 92032
 Price: £14.50 Decal Options: 3
 Panel Lines: Recessed Status: Re-issue
 Type: Injection Moulded plastic
 Parts: Plastic 28, Clear 1, Etched 20
 Manufacturer: RS Models UK Importer: Hannants



SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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L-39 Albatross Dual Combo

EDUARD 1/72

BY GARY JARMAN

Every now and then you get a kit that, when you open the box, you think wow, fantastic! This is one of those kits.

The box contains two sets of parts, each packaged separately, and consisting of two sets of light brown plastic and a clear sprue. Then there are two etched-metal sheets, some of the parts being pre-painted, a sheet of paint stencils, the plans and three sheets of decals. The plastic is finely moulded with very fine recessed panel lines.

Construction

Eduard provide details of aircraft from eight air forces, and right from the beginning you need to start making decisions. When making the instrument panels you need to decide if you will use the etched-metal parts, decals, or if you'll paint and drybrush the moulded plastic part, which has some very nice detail. If you choose to use the etched metal then you need to use the correct part for the air force version you are modelling (as with the decal option).

The cockpit goes together well. There



were a number of etched parts that I left off as I felt they were too small for my clumsy fingers and I figured no one would really know if I left them off



anyway. The ejection seats are, thanks to the photo-etched parts, amazingly detailed. Unfortunately they were too wide for the cockpit tub and I had to file the sides down in order to get them to fit. I also had to leave photo-etched parts PE34 off as they fit on the outside of the seat, making it too wide again.

Overall the cockpit went together well but I did struggle to fit photoetched part PE40 (a gunsight?) on top of the cockpit sill as with my build there was too little space between the sill and the canopy. In the end I glued it to the front rather than on top.

The fuselage halves go together easily enough but did not line up nicely, leaving a small step along the bottom seam. Do a lot of dry fitting before gluing the fuselage halves together. In fact I would recommend starting early with just the unbuilt cockpit tub and fuselage halves as I found that the tub was slightly too narrow for the fuselage halves. As I was using etched-metal parts for the cockpit, I left the side console parts off until the fuselage halves had been joined and then put the etched parts in flush against the side so hiding the small gap.

The wings didn't fit well where the wing assembly joined with the fuselage. I also found a few sink marks at the top of the rear of the fuselage. Again, some dry fitting and filing before you glue can save trouble later. In the end I still had



to apply some filler to the wing root.

Having done the bulk of the work, the rest of the build is very straightforward.

Colour Options

You have a choice of eight air force models to depict. Colour schemes are provided in their own colour booklet. Paint numbers are provided on the plans with colour notes for Gunze Aqueous and Mr Color. However, Eduard also provide a sheet that has approximate matches for Tamiya, Humbrol, Revell and Testors paints.

To help with painting Eduard provide a sheet of masks. I used the masks for the cockpit canopy and was pleasantly surprised with how easily they went on. It certainly beats making your own.

There are three decal sheets – one larger sheet containing all the national markings, and then two sheets of stencils. These two sheets are identical, with one per aircraft. There are a little over ninety stencils provided on each one. Eduard provide really good diagrams to assist with the different options.

The decals are possibly a little thick compared to some I have used but they are very good quality, and went on easily with only a little Micro Set needed to help settle into some of the panel lines.

Conclusion

Overall this is a very simple kit to build but, having said that, it's not a 'shake 'n bake' type kit. Eduard have provided you with everything you need to make an out-of-the-box kit that stands head and shoulders above others, but it will require some effort on your part. I would highly recommend this kit, and at just under £16 it's a bargain. Go on, treat yourself.

SAMI



Aichi D1A2

CHOROSZY 1/48
BY DAVID JARRATT-KNOCK

I am very possibly the slowest model builder in the world. The estimable Mr Hatcher will doubtless attest to this, as some time ago he sent me this rather nice resin kit to build, and it has taken me several months to assemble it for the purposes of this review. According to a recent editorial, some reviewers manage to make time stand still – I'm the other way round, so I stand still and time flies past, thus conserving the balance of the universe.

On opening the box, one is met with a large collection of resin components, all nicely moulded and some very fine indeed. On close inspection, the moulding quality is somewhat variable, which may lull the unwary (like me) into a false sense of security; whilst



most of the major parts are very cleanly moulded, some of the struts are actually quite rough, and need a lot of cleaning up. That said, the components themselves are generally nicely detailed, some of them exceptionally so – the rear-facing machine gun in particular is a little work of art.

Construction

Test fitting of the major components suggested that this would be a straightforward build, and indeed, the cockpit interior parts went into the fuselage halves without too much bother, and the fuselage halves themselves mated together easily enough. The radial engine is a pleasing sub-assembly of its own, and again builds up without tears. Then the fun begins.

The lower wings are butt-jointed to the fuselage. Admittedly there are some locating lugs and holes cast into the parts, but I wasn't convinced of their structural merit and elected to drill and pin with fuse wire, as indeed I did with pretty much every subsequent joint on the aeroplane. The upper wing consists of three sections, which are joined together, and these, as with the lower wings, must have jigs made up to set the correct dihedral. The tailplanes fitted acceptably, but the rudder needed packing with plastic strip to join to the tail fin. Probably the most troublesome part of the build involved the spatted undercarriage legs. These hang off the lower wing, but then each has two



further struts bracing it to the fuselage, and these have no positive location points. After some head-scratching, I joined these two extra struts to each other in a V-shape, taking the correct end spacing from the plans supplied, and then fixed them to the main struts with equal measures of superglue and hope. The other issue with these, and all the other bracing struts in the kit, is that the ends must be carefully sanded to the appropriate profile to meet the attachment surface.

Before doing any exterior painting, I dry fitted the upper wing, starting with the cabane strut assembly and checking the fit of the interplane struts. Then, having pre-drilled holes for the rigging, it was time to apply primer and colours.

Colour Options

Two decal options are supplied, and the instructions are engagingly vague on the colours required; for the scheme chosen, the main colours are cited only as 'green' and 'silver.' After some thought and reading, I opted to use IJN Black Green and Light Grey, both from the excellent White Ensign range. I'm not overly confident of the rightness of my choices, but I found reference



material on this aircraft hard to come by. I do think, especially for relatively uncommon planes such as this, the manufacturer could have offered more help on the colours for mere mortals like me. My choice has stripes on the rear fuselage and fin, and whilst decals are provided for these, I opted as usual to mask up and spray, as I always have problems with long thin decal strips. Rigging was done with invisible mending thread, and decals were applied over Klear, then dulled down with White Ensign's satin varnish. The



decals were a bit thick but went on well enough. I experienced some silvering on the fin numerals, but I'm prepared to accept that this was down to poor preparation on my part, as everything else seemed fine.

Conclusion

I made a few additions to the kit. The instrument panel and one of the bomb racks were missing from my sample; I dug a suitably-sized panel out of the spares box, and fabricated a new rack from bits of plasticard. Two of the fins for the large bomb slung under the fuselage broke on removal from the casting block, so those too had to be replaced. The front machine gun barrels were made from plastic rod, and I set,

sanded and polished some bits of red and green clear toothbrush handle into the wingtips for the lights.

This was, for me, a challenging build; the fit problems are probably no worse than most resin kits, but this combined with the inherently more complex nature of biplanes means that a fair amount of dry-fitting and some re-engineering is necessary. The end result is very pleasing, however, and anyone who is prepared to expend some thought and effort will be well rewarded with an excellent representation of an unusual subject. Thanks to Choroszy for kitting the 'Susie' in 1/48.

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Polikarpov I-5 Late

ICM **1/72**
BY KONSTANTINE MALINOVSKY

The I-5 is a fighter that never saw action in its prime. Designed and produced in the early 30s it was shifted to the training units of the Red Army Air force by the middle of the decade. When the war broke out in China and Spain, more advanced machines were already available and sent instead. When in 1941 the baptism of fire came to this fighter, it was hopelessly obsolete. Nevertheless, this early Polikarpov aircraft occupies an important part in the genealogy of Soviet fighters.

This kit represents the late version of the I-5, which was produced from



1932 onwards. This version was armed with 4 machine guns and the semi-exposed engine.

It is not exactly a new kit. I believe it first appeared about three years ago and ICM provides us with both versions of this airplane. The surface detail is excellent and very close to the most accurate rendition of a real aircraft surface with practically 'every last rivet' represented. The clear parts provide two versions of the windshield and are rather clear, though slightly on the thick side.

Construction

This kit, as with many recent ICM kits, provides an excellent level of detail in the cockpit. The amount of parts and their quality may well allow a modeller



to create a competition level model without using aftermarket parts. I spent about 50% of the building time on the cockpit and was rather impressed. Too bad that very little of this beauty is actually seen through the small aperture. Unlike their I-15bis kits, the fit of details in the cockpit is perfect and there was not a single problem putting it together. The instruction sheet somehow omits the placement of the

Bristol Beaufort

SPECIAL HOBBY **1/72**
BY DAVID RILEY

This is Special Hobby's third incarnation of the Bristol Beaufort in 1/72, and this time they offer us the Australian DAP Beaufort Mk VIII, which operated in the Far East during World War 2. The kit comprises the usual grey plastic sprues, plus additional resin and photo-etched parts to help raise the level of detail. This is a limited-run kit, and the level of detail on the plastic parts is not high. Thankfully Special Hobby provide a good supply of resin and photo-etched parts to compensate.

Construction

Construction is fairly straightforward. There is little in the way of interior detail apart from the resin control panels, and all the plastic components for the fuselage fit well. This being the DAP Mk.VIII, however, there is some major surgery to be done. Special Hobby provide the larger tail necessary for the type, which requires the modeller to remove the entire tail section from the fuselage halves, and graft on the correct one. Additionally the kit instructions direct us to remove a fair sized dorsal section of the fuselage in order to fit a resin replacement to take the correct gun turret. These tasks are not too difficult for the experienced modeller, but may be a little challenging for a beginner,



or anyone who wants a quick build. The kit instructions are a little ambiguous, and I suspect that they may not even indicate the correct turret for the aircraft whose markings are supplied on the decal sheet. Once finished as per the instructions, my feeling is that the turret sits rather high on the fuselage instead of being sunk down slightly. My references for this build were a little inconclusive, so I made the decision to simply follow the instructions and see what I ended up with.

Moving on, the next project was to construct the engines and attach the nacelles to the wings. This was a little tricky; the resin engines are nicely molded but need some sculpting to make them fit evenly inside their housing, and the



cowlings have no pegs or lugs to help positioning. The nacelles themselves fit the contour of the wing beautifully, though, which cuts down on filling and sanding. The wings have no positioning pegs either, so I made my own using brass rod. Irritatingly, the wing root section on the wing itself doesn't match that on the fuselage at all. Many hours were spent filling, sanding, swearing and giving up to have a cup of strong coffee, then filling, sanding and swearing once more.

The clear canopy parts also presented some irksome fit problems, but nothing that couldn't be overcome. These things are par for the course with limited-run kits, and there are those for whom the work involved is what modelling is really all about. Limited runs also allow for more esoteric subjects, which must be a good thing, but once again, novices and speed merchants should steer clear.

The box contains enough parts to make several of the later marks of Beaufort. Unfortunately the instructions are confused and confusing. Anyone with an encyclopedic knowledge of Beauforts could no doubt figure it all out and build something accurate, though. Another niggle is that for some reason, despite the many resin and etched parts, Special Hobby have neglected to provide clear

parts for the lamps embedded in the tips and leading edges of the wings.

Colour Options

The decals provided are very well printed and sink into the panel lines beautifully, with a little setting solution. There are four options, two in split green/brown camouflage with sky blue undersides, and two with an overall green paint job. I chose one of the latter, the aircraft pictured on the box lid, from 15th Squadron RAAF. The only paint references provided by the instructions are for Gunze Sangyo colours, which I don't have easy access to, so I had a stab at mixing my own Foliage Green from Tamiya acrylics.

Conclusion

Despite all the small annoyances this kit threw up it was an enjoyable build overall, which justified the work involved. It is generally very accurate, and the quality of the parts cannot be faulted. The level of interior detail is disappointing, though, and it seems none of the aftermarket companies have seen fit to put out a detailing set as yet. So if you want your Beaufort to have a fully dressed interior, be prepared for many (happy) hours of scratch building.

SAMI

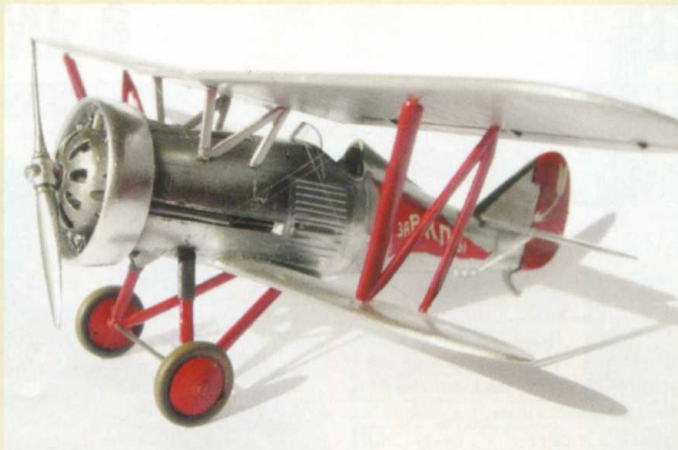


two upper machine guns, but, if you have drawings of the prototype, figuring it out should not be an issue.

The construction did not pose many problems, but one has to be very careful with fitting parts together and sanding as the surface details are extremely delicate and it is a shame to lose them.

Initially, I was a little bit wary of the unusual strut construction ICM suggests in this kit, but strangely, I did not have problems at all fitting the upper wing. There was no need to trim either the main or the cabane struts, and I even enjoyed this most tricky part of construction of any biplane.

ICM suggests scratch-building a few smaller parts, and I can understand the reason behind it, but it would be helpful on their part to provide the dimensions for those parts and, ideally the scale patterns.



Colour Options

Two options are provided – one for an aircraft of V.Pavlov, a famous pilot, and commander of the Moscow Military

District Air Force, and the other for an aircraft which took part in the battle of Crimea in summer 1941. Both variants are well known and have photographic

proof of existence. But there is always the downside, isn't there? In the case of this kit – both of the supplied variants would require modifications to the base kit.

In the case of Pavlov's aircraft, the upper wing light installations should be omitted. Also the lower machine guns should be encased in protective tubes, but these parts do not exist in the kit.

For the WW2 version, the wheels must be replaced with spoked ones.

The quality of the decals is not that great. They are dense and in register, but very inflexible and fragile, and are very likely to disintegrate in water.

Conclusion

Excellent kit and must be highly recommended for experienced modellers.

SAMI

Sikorsky MH-60K Blackhawk SOA

ITALERI 1/48
BY DAVID HOLMAN

Yet another outing for the timeless Italeri mould of this important helicopter, this time in the guise of the aircraft used by US Special Forces. The box art depicts a machine in the new two-tone grey colour scheme, which is now standard. The kit contains 202 light grey injection moulded plastic parts and 17 clear, plus decals for two different finishing options. The sprue map on the A4 instruction sheet reveals that a lot of the parts are not applicable to this particular model so may place increased pressure on your spares box. Surprisingly, for the age of this kit, the moulded parts are free of flash and most of the injector pin marks



are concealed during construction. Detailed painting throughout the sequences is referenced to Model Master.

Construction

Construction begins by assembling the seating for both the cockpit and cabin and the diagrams indicate which holes to open up on the floor for the seating arrangement. The cockpit details are quite basic with armoured crew seats, controls and a decal for the instrument panel and centre console. Moving back to the rear cabin area, there is a lot of scope for the super detailer to really enhance this poorly represented section as the SOA variants have an array of internal equipment required for their operations. A specifically designed

TECHNICAL DATA

Scale: 1/48 Kit No: 2666

Price: £12.99 Decal Options: 3

Panel Lines: Recessed Status: Revised Tooling

Type: Injection Moulded Plastic

Parts: Plastic 157, Clear 16

Manufacturer: Italeri

UK Importer: The Hobby Company

update set is available from Cobra Company to remedy this.

Main assembly is fairly straightforward and the model starts to take shape quite quickly. Watch out when fitting the front sponsons, which need the correct alignment to attach to the undercarriage struts, and the assembled refuelling probe on the starboard unit. There are options for the various external support fittings such as the option of a rescue hoist etc. You have to make a decision as to what configuration you wish to model as this machine has a selection to choose from. The transparencies are all fitted externally and can be left until after main painting. The main rotor head fits into a recess on the roof of the cabin prior to main fuselage assembly and is extremely detailed, allowing the rotor blades to be folded if desired. Although personally, I thought, that this type of head only appears on Seahawk variants and also the Blackhawk in service with Australian forces. The typical external details are well represented such as chin mounted FLIR/DIRCOM pods, missile sensors and chaff dispensers but I feel

after checking photo reference, that the exhaust area for the two General Electric T700-GE-701C engines is not so accurate as it all is a bit basic and could do with some beefing up with scratchbuilt or replacement parts.

Blade airdials and other fragile external fittings were omitted from the build sequences and left until the model was finished. Filler is required at the front of the engine housing and around the chin area. There are two moveable 50 cal mounted machine guns, which are fitted in the gunner's position behind the cockpit but as these are rather poor representations it would be better to shut the small access doors. The four long-range 230-gallon external fuel tanks are supplied for attachment to the weapon stations on the wing stubs to give the model the all too familiar menacing appearance.

Colour Options

There are two finishing options, both US Army machines, an Olive Drab (FS37087) MH-60K of the 160th SOAR and the box art example with Light Ghost Grey (FS36375) lower surfaces and Gunship Grey (FS 36118) upper

surfaces. I went for the two-tone grey machine using Xtracrylix equivalents for the recommended Model Master colours. The detailed decal sheet is clear, well printed and has a good colour register. There are a number of stencils to apply, some of which are inside the cabin. The externally applied stencils are low-viz and best applied using decal solutions to give that 'blended in' look applicable to this Special Ops aircraft.

Conclusion

When compared to measurements on the Sikorsky website, the model's dimensions span out to slightly under scale. The kit fits together without any major problems and I can recommend it to both beginners and experienced modellers alike. It is not a quick build as this Special Ops machine carries a lot of external fittings, but when finished is a very satisfying addition to the collection, especially if you have a Seahawk in the same scale to place it next to. If you fancy the Australian variant, this can also be built using the alternative horizontal stabiliser and other parts on the sprues that are not required for this particular kit.

SAMI



Spitfire Mk XII

XTRAKIT 1/72
BY IVOR RAMSDEN

Around 60 blue-grey softish polystyrene parts and two clear make up this fine kit. A detailed instruction booklet gives a brief history of the aircraft, a parts layout and 9 build stages. Colour details are given throughout the assembly stages and separate diagrams give stencil positions and colour schemes for four machines. Colour references are given in terms of BS numbers and Xtracolor and Xtracrylix numbers. The panel lines are very finely engraved and small parts are sharply defined. What a good start! Optional parts are provided for wheels with or without wheel discs and retractable or fixed tailwheels. A beautifully printed and detailed decal sheet includes a full set of stencils but what happened to the large roundels for the tops of the wings? The red part is too big. I've seen this error before in Spitfire kits from Eastern Europe, but why?

Construction

Very straightforward if you follow the instructions. Some heavy ejector pin



TECHNICAL DATA

Scale: 1/72 Kit No: XK72006
Price: £9.99 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded plastic
Parts: Plastic 58, Clear 2
Manufacturer: Xtrakit

required. Instruction stages 3 and 4 show the tail assembly and here you have to decide whether to go for a fixed or a retractable tailwheel. Here I disagree with the instructions, which suggest that the only fixed tailwheel aircraft from the four options available is option B, serial MB794. As I understand it, only Spitfire Mk XIIIs in the EN serial range had fixed tailwheels, which means that this would apply only to option 4, EN237. Can anyone shed some light on this? Stage 7 shows the fitting of bulges on



stubs need to be removed from the inside of each fuselage half and the wing trailing edges need refining a little but that is about all the trimming



the upper wings over the undercarriage bays. The Mk XII is rather camera-shy but there is a well-known photograph of MB882 in flight which might show a bulge but this isn't completely clear. Since the Mk XII wings and undercarriage were very similar to the Mk V units, which didn't have bulges, I left them off.

Other than some filler being required at the wing to fuselage joints very little cleaning-up was needed and painting was soon done using Xtracolor. The decals worked perfectly on the gloss finish. Fortunately they weren't of the type that latch on irremovably as soon as they touch and I used Micro Set to help them settle into place.

Colour Options

Decals are provided for four 41 Squadron aircraft. This is a little



disappointing as these Spitfires were also used by 91 Squadron and it would have been nice to see one of its aircraft given as an option. All are in standard

camera-shy than those of 41 Squadron so here, for the first time ever in print, is Theo Watterson with a 91 Squadron Mark XII, DL-R. What a shame the



ocean grey and dark green colours. The colours of the decals are just right but I replaced the upper wing roundels with correctly proportioned ones from Xtradecal and I reduced the size of the red-doped patches over the gunports. I also cheated by not using the decals exactly as provided because I simply had to modify them to represent EN613, DL-P of 91 Squadron which was the Mk XII which Manxman Theo Watterson first flew on 21st April 1943 and, bless him, he entered both its serial number and code letter in his log book! He achieved his first kill, a Fw 190, in this aircraft on 6th June 1943. The kit decals can be adapted to DL-P and the serials were modified with Modeldecals 8 inch numbers. 91 Squadron aircraft are even more

serial isn't visible, but there are some useful details: note in the front view the creep marks on the wheel disc, the fixing brackets for the fuel tank and the rectangular mirror.

Conclusion

This kit is very, very good. It fills a gap in the injection-moulded Spitfire world and with the exception of the minor points which I've outlined it is accurate. It assembles easily, it has clear, detailed instructions and I recommend it to all but novice modellers. Well done, Xtrakit, and many thanks for the review sample. Thanks also to Theo and all those like him.

SAMI



Lightning F Mk 6

REVELL

1/72

BY JOHN BISSETT

This is a reissue of the ex Hasegawa and Frog Lightning F Mk 6, which first saw the light of day almost 40 years ago.

It's a kit I liked, despite its faults, however that was long ago and this kit is very much a product of its time. Heavily raised panel lines, singularly inappropriate on English Electric's finest and a cockpit from the dark ages, when ejection seats were moulded as simple benches hanging in empty space. Since Revell appear to have access to some of the old Matchbox moulds, it's a pity that doesn't appear to include their Lightning. Either use of that mould or a new variant, combining the best features of both kits would have been preferable.

That said, with a bit of work, this kit can still produce a reasonable facsimile of the late-version Lightning.

Construction

In common with other Lightning kits in this scale, the front intake is blank immediately behind the nose ring. I think this detracts greatly from the look of the machine, so I cut away the fuselage front. It's not really necessary to form an intake duct, since the Airpass radar centre body fills the front intake area well, hiding anything behind it. I added a small blanking piece to close off the front of the cockpit area. By rigging that at an angle it simulates the downslant of the intake.

Another blank behind the cockpit area prevents the see-through fuselage look. A rear section to the radar centre body is easily formed either in Milliput or similar.

At the other end of the fuselage I also cut away the exhaust blanking. A scrap felt pen barrel is just the right diameter to glue onto the back of the jet pipes, again improving the look of the model significantly and easily.

After that, closing up the fuselage and assembling the wings is followed by some serious rubbing down with wet and dry paper to remove the worst of the raised panel lines. A real modeller would remove these completely and rescribe them recessed. I'm not that obsessive compulsive yet. Actually the lines on the fin tip and on the ventral strakes are handy paint guides, as are the lightly raised lines on the canopy, so I didn't remove them completely.

It usually requires a modest amount of filler to close up the gaps when cementing these wings and tailplane and this example is no exception. Fairly minor and no problem, though there is something not quite right about the tailplane arrangement here. Incidentally, people more expert than me tell me that the wing platform is incorrect on this model, something I'd never noticed. It certainly does achieve that slightly hunched look around the wing roots, which I have always felt was characteristic of the Lightning.

Perhaps the weakest point in the real aircraft was its missile armament, and that is the case for the kit as



well. Two Red Top missiles are provided, but strangely anaemic and undersize. I replaced these with Firestreaks from my spares box, often seen on the real thing. Another option would be to make up some drill rounds from scrap sprue.

In the cockpit area, replacing the bench with a white metal ejection seat was essential, giving a chunky, busy look to the upper cockpit. I cheated and painted the cockpit interior black, which avoided any further detailing under a closed canopy. For a late Lightning, interior grey is the norm. The canopy of this



kit is nicely moulded as two parts, which has encouraged me in the past to detail the cockpit and leave the canopy open. In this case one of the few signs of kit age was that the rear of the clamshell section has failed to mould fully. Closing the canopy allowed me to fill that in easily.

Colour Options

The two decal options provided are both late low visibility grey schemes, one with the red tail and leading edges of no 5 Sqn's lead aircraft. As a child of the Fifties and Sixties, that looked a pale imitation of the splendid Firebird colours, so I opted for an earlier overall Barley Grey 5 Sqn scheme. This at least has the benefit of avoiding the challenge of simulating the natural metal effect that is so much part of the Lightning look in my mind. Overall, the model looked pleasingly believable to me at least, despite its limitations. It will fit in well with my line-up of RAF Lightnings, which when I was younger included examples from every Squadron. It's tempting to do that again, but would have been so much more tempting with a better kit to work from.

Conclusion

Nice try Revell, I've seen this one in a variety of boxes with a variety of decal options over far too many years. It has worn surprisingly well, with limited flash, but really this is another of those old moulds which should be given an honourable retirement. Would I recommend it? Not unless you are desperate for a late-model Lightning.

SAMI



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Bristol Blenheim Mk I/IF 1/48

CLASSIC AIRFRAMES 1/48

BY ADRIAN TROUGHTON

The kit comes in typical Classic Airframes style with a fairly sturdy box and a very nice painting of the subject aircraft on the box top. On opening the box you find 2 grey plastic sprues and one clear sprue sealed in its own bag. These parts have well defined detail but some of them, especially the small items, have a lot of flash to remove. There is also an impressive amount of resin detail included with this kit, contained in zip lock bags, and catering for the cockpit, armament, wheel wells, propeller hubs, engines and some parts for the landing gear. These parts have very nicely defined detail and when painted up look great.

Instructions are clear and easy to follow. The painting and decaling guide is in black and white and colour call outs are either generic, BS or Federal Standards so it's up to the modeller to translate into his/her favourite brand. Lastly come the decals, and these are in good register and colourful with a light glossy finish. Altogether this kit is a nice package, and with the amount of detail supplied gives good value for money.

Construction

Starting in the cockpit, this assembly consists of seat, control column, instrument panel and side panels. These are supplied as resin parts and are very nice after some careful cleaning up. I painted the cockpit and side panels using Mr Color's Aircraft Grey Green which looks suitably authentic, detail was then picked out with a dark wash and some dry brushing. The dorsal turret interior was given the same treatment and both sub-assemblies were put to one side.

I find that it is essential with any build that everything be dry fitted, especially with short-run models, as it saves a lot of pain in the long run. A dry run with the fuselage halves indicated some filling would be necessary in due course, but in the meantime the cockpit and turret assemblies were attached, taking some care especially with the cockpit as a great deal is visible through the glazing. The fuselage was glued and the transparencies prepared by soaking in Johnson's Klear. The cockpit glazing comes in two halves and these did mate well but the join of the entire unit to the fuselage revealed a visible step, so it became damage limitation time. I manoeuvred the piece so the step was more at the bottom than the top, which I felt would make problems a lot easier to disguise later.

The engines feature lovely detail, and these were painted flat black and dry brushed with a silver mix which really brought out the detail. I also prepared the landing gear bays by painting with Aircraft Grey Green and also adding a suitable grimy effect.



TECHNICAL DATA

Scale: 1/48	Kit No: 4137
Price: £39.95	Decal Options: 5
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 55, Resin 48, Clear 4	
Manufacturer: Classic Airframe	
UK Importer: Hannants	

The wings need quite a bit of cleaning up, with a couple of sink marks at the wing roots in particular, and the bulk of the assembly now began. I started by joining the main wings to the fuselage and these required filling, again at the roots. The tailplanes were a similar story, and fit was good with a small amount of filling required. The final main sub-assemblies were the engines and cowlings, and the whole assembly was left to dry.

A degree of sanding, filling and priming was required to tidy the whole thing up, but the main problem again was in the canopy area and as this is the focal point of any aircraft it had to be made good. I spent nearly a week sanding and re-priming before ending up with an acceptable result.

The only thing left to do was the fitting of the landing gear, and this particular area I found to be tricky and fiddly and with the resin wheels too narrow I had to scratch build axles. One side-benefit of this was to add strength to the whole landing gear arrangement, so the task is not entirely begrudged.



Colour Options

Colour options cater for five possible schemes which are, 248 squadron Hendon 1939, 30 Squadron RAF Ismailia Egypt 1940, 62 Squadron Alor Star Malaya 1941, Rumanian Air Force 1941, and lastly a Finnish machine of 2/LeLv Luonetjärvi Heinakuu 1941. My personal choice for this build is the Mk IF of 248 Squadron.

Firstly all areas not yet painted received a good base coat of grey primer and then pre-shading was applied with the airbrush to all panel lines. Next I applied two coats of Tamiya flat Earth XF-52, and then masked the camouflage pattern using white tack rolled into worms. I then applied the dark green colour using Tamiya XF-61 and when dry removed the masking to reveal a nice soft demarcation between the two colours.

The undersurfaces were masked and sprayed half black and half white. With touch ups complete I applied a panel line wash to the entire model using a 50/50 mix of lamp black and burnt sienna suitably thinned, which had a great affect and gave the model an authentic used look. Special attention was paid to the white undersurfaces, which received a

generous amount of weathering, and when completed a coat of gloss clear was applied to aid the decaling process. The decals themselves performed well and with Micro Sol settled down perfectly.

The model's final finishing coat was a 50/50 mix of Humbrol Matt Cote and white spirit and this achieved a quite impressive flat and smooth finish.

Conclusion

As with all short-run type kits there is typically more work involved than with a mainstream manufacturer's offering, but with effort, time and patience a great finished replica can be produced. Classic Airframes' attention to detail does make all the difference and let's face it the Mk I Blenheim has that much canopy/nose glazing that anything less than a lot of detail would just be a crime.

This kit really does deserve the full treatment. As an overall package it has a few fit problems and the landing gear is especially fiddly but full marks have to be given to Classic Airframes as it is an impressive kit and well worth the effort.

SAMI



Beechcraft C-12

ANDY PACK 1/72
BY ANDY McCABE

The C-12 or, as it is designated, the C-12 Huron, is a Military version of the Beechcraft King Air twin turboprop aircraft. The machine is powered by two Pratt & Whitney Canada PT6A-41 engines and the first C-12A versions entered service with the United States Army in 1974 with subsequent versions being utilised with the United States Air Force, Marines and Navy.

The kit itself contains one sheet of vacuformed white plastic, one clear canopy, a clear plastic strip, one small decal sheet, 13 white-metal parts, 4 resin parts and a two-page instruction 'manual' which has a hand drawn exploded assembly diagram and scale 1/72 plans, which include a side profile of the Guardrail version. These proved to be very useful during construction.

The vacuformed sheet containing the



main parts is very poorly made with absolutely no detail on the parts and plenty of distortion. The edges around the parts that join the main sheet do not have sharp edges, so distinguishing the cutting edge from the sheet is very

difficult and in some cases impossible. This results in the parts blending into the main sheet, so trimming them from the sheet accurately is hit or miss. The clear vacform canopy is exactly the same and as you only get one there is no room for mistakes.

The white-metal parts are, however, not too bad and will clean up OK. The resin parts are roughly cast but will clean up, although what little detail is present will be lost. Overall first impression is not very good and will be a very challenging kit to build.

Construction

The first step is to try to distinguish the kit parts from the carrier sheet, which as already mentioned is not easy. As the actual parts that will make the aircraft once cut from the carrier do not have sharp but rounded edges due to the moulding process, sanding back the parts to obtain clean straight mating edges

proved to be virtually impossible, and some parts were unusable, such as the tailplanes, and these were scratchbuilt from Plasticard. As the vacuform canopy was unusable and the location of the cockpit and cabin windows cannot be seen on the fuselage parts, I decided not to try and cut the windows out and to make my own decals for these, which meant that there was no use either for the two resin cockpit parts or the need to scratchbuild any of the interior as mentioned in the instructions.

Tabs were glued intermittently along each half of the fuselage before dry fitting the two together; the mismatch in the mouldings showed at the nose cone and as the plastic is very thin sanding this area was not an option, so I filled the nose area with Milliput before joining the fuselage halves together. The tail halves were glued together then trimmed to fit the fuselage. Tailplanes were scratchbuilt and fitted to the vertical tail assembly.

V1 Flying Bomb

PEGASUS 1/18
BY ADRIAN FORD-SIMMS

Almost out of the blue Pegasus have produced this interesting kit in a very unusual scale, and in a format aimed at both novice and experienced modellers. What you get is a very sturdy shrink-wrapped box that contains two sprues of 12 dark grey plastic parts, water-slide and self-adhesive decals and a two-sided A4 instruction sheet which is simple but adequate. On first impression the sprues do not look too bad, with the only flash present confined to the sprue itself. Closer inspection reveals that while the fuselage and engine parts have reasonable surface detail and a fine grained surface texture, the main flying surfaces let the kit down slightly. The wings and ailerons have a glossy, polished surface that is almost a retrograde throw-back. These, along with the fin and front strut all have trailing edges which are grossly oversized and need thinning down just to make the basic model acceptable.

Construction

This consists of three sub-assemblies – Main body, Engine and Wing, and although the kit is an easy-build / snap-together model, the instructions do recommend glue is used. On the plus side the fit of parts is very good, there is a lip on the inner edge of a fuselage half that gives an almost perfect joint. Panel lines are recessed and very little filler is needed – the ailerons were badly pitted and needed filling and sanding. The engine intake has a couple of prominent mould extraction pin marks that need



sanding down, and the rudder actuating rod is represented as part of the moulding and so needs a little surgery to remove it and replace it with a short length of thin wire or stretched sprue. Other than that, and the thinning of trailing edges, the model is very straightforward. One glaring oversight is that the kit does not have a stand, so be prepared to make your own.

Colour options

There is only one option – RLM 71 Dark Green over RLM 65 Light Blue, and no model paint manufacturers reference numbers are listed. The plans on the instructions have only a vague demarcation line so the box art is helpful, but as I have seen so many different variations of the scheme I would advise using as much reference material as you can get. Decals are glossy and not too thick and showed no silvering when applied onto Johnson's Klear. Be warned, however, as they

settled too well and I had great difficulty moving any I placed slightly out of alignment.

Conclusion

Although this is a kit that is designed as a fun build, it also wants to be taken seriously and in many ways ought to be. Its £12 price tag, over-simplicity and unconventional scale may be off-putting to some but don't let it be so. Bearing in mind, at 443 mm long and 300 mm span, you get a large model with lots of scope for super detailing (I would not at all be surprised to see at least one converted into a 103 Reichenberg on a show stand). Overall shape is good, though the different references I have

come across are contradictory – some show the front engine mount is vertical and not tapered as in this kit. The dimensions for the kit show that it is slightly oversized, which puts it around 1/17.7 scale- so not too far off the mark.

Would I recommend the kit? Yes I would, given the fact it is a very good blank canvas and you can easily rectify the faults, plus I enjoyed building it. Go on- scratch build it a section of launch ramp, or make a cockpit for the piloted version or make a cut-away with scratch built internals and you will have a lovely centre piece that will grace any model show or collection.

SAMI





The wings are made up of 5 parts, two upper and two lower wing halves and a centre lower fuselage part. The wing parts were very distorted and took a lot of work to get them to fit. A wing spar was needed to get the correct dihedral and also to provide strength to the wing assemblies. This was made out of a rectangular section of styrene tube, the dihedral being gleaned from the scale

plans on the instructions.

The upper halves of the engines are moulded to the wing parts, while the lower halves are supplied as solid resin castings, however there is nothing to glue the resin parts to as the upper engine sections flared out at the edges due to the poor quality vacuformed parts.

The solution to this was to fill the vacuformed engine pods with Milliput

flush with the lip of each engine pod, then when dry sand it totally flush, which gave a good base to glue the resin parts on to. The rear underside of the engine pods needed to be extended back to the trailing edges, again Milliput was used to build these areas up.

The fillets forward of the tail and underneath the rear of the fuselage were made from plasticard sheet, the shapes being taken direct from the scale drawings provided.

The undercarriage needed to be trimmed to fit in order to get the model sitting level, there are no undercarriage bays provided and they were not scratchbuilt either so the undercarriage is simply fitted into holes drilled in the fuselage and engine pods, not accurate I know, but I was losing patience with the build.

The model was sprayed with Halfords primer then Acrylic Appliance white. I had found a version of this aircraft that had a two-tone blue and white scheme, and as I was making my own decals I opted to portray this version. All other

versions for the US Military I had seen were just plain white.

Colour Options

The decals provided were for a C-12 of the USAF, serial code AF213, which is an overall Gloss White Aircraft. The small decal sheet is poorly printed, being smudged and having lines striking through the printed text.

Conclusion

This was very nearly an unbuildable kit, and a lot of work was needed to make it look like a representative of the aircraft. Of the 22 vacuformed parts only 7 were actually used, the rest were either unusable or not used because of the unsuitability of the other parts.

A huge amount of Filler and Milliput was needed to rectify the faults, and a lot more grey matter to work out how to do it, but in the end I managed to create a nice representation of the C-12. It may not be accurate, but it looks like a C-12 and it was worth the effort

SAMI

PR.9 Canberra

XTRAKIT 1/72
BY PAUL JANICKI



TECHNICAL DATA	
Scale: 1/72	Kit No: 72004
Price: £16.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 66, Clear 9, Resin 2	
Manufacturer: Xtrakit UK Importer: Hannants	

This kit, being a new tooling from the Czech Republic for Xtrakit has, on first appearances, all the hallmarks expected nowadays for a short-run injection kit. Moulded in a blue-grey plastic, all the usual surface detailing is there and well defined. Interior parts for the cockpit and 'coal hole' have sufficient detail for the scale but I expect the aftermarket workshops will deal with these areas in due course but from what I found during the build, more will have to be remedied. Two identical seats in resin complete this area. The clear parts are enclosed in a sealable poly bag and are well made, with the rear under fuselage panel being the biggest part.

Construction

The cockpit and forward compartments have locating ribs to aid fit, which is more than I can say for the wings and tailplanes. The fuselage halves fit well after plenty of weight has been added to the space beneath the floor, with a bit more weight in the separate nose piece, held in by the detailed equipment bulkhead. The nose cone aligns well with the main fuselage front when offered up.



No provision is made for fixing the nose open, but I found a very good image on the Net showing a lot of detail so I simulated this a little bit on the model.

The wing-to-fuselage join is a butt fit but with a shallow recess to the fuselage to help locate the wing and also a section of the wheel bay. The bay has a tab to front and rear and these fit either side of the aforementioned. The instructions are not that clear as to whether one should first fix the bay box to the wing first or the fuselage. Neither way is perfect and even if the bay was fitted to the fuselage first with the



assembled wing slid over, the fit elsewhere is quite bad – particularly to the top. I would recommend making a pair of openings either side of the bay and adding a pair of spars to either side of the wheel bays to support the wings, as they really do need it.

The tailplanes are also butted up to the fuselage but this time the alignment is guided by a chordwise 'stepped' affair corresponding to the planes. Care, patience, and more filler are needed here to achieve the correct stance of these parts. Whilst in this area, I sought out more images and found a Flypast magazine covering the retirement of the PR.9 with some good photos of the undersides and it seems to me, the kit has tailplanes that are more akin to the bomber versions. Basically, the PR.9 ones have an extended leading edge at the root, tapering back to the tip. Other images I found on the Internet tend to support this, although some are ambiguous. Possibly to do with the camera angle maybe?

The engine fronts are too small, so I added a piece of micro strip plastic card around the edge to increase the diameter. At the other end the jet pipe halves are a bit too big. The part numbers (30, 31 and 13, 14) are all transposed for these and if not careful you'll end up with upward pointing exhausts on each wing.

The undercarriage, antenna and wingtip lights caused no concern, and the main canopy fits well. In fact despite some fit problems with wings, tail, engine fronts and rears, not a lot of filler was actually needed.

Colour Options

Both options included, XH169 and XH131, are from 39 Squadron (1PRU) and are depicted when based at Azraq AB, Jordan during Operation Telic in 2003. The main differences are the odd half roundels on '169 and the unit emblem in '131. The decals are very nicely printed, with no out of register items and all performed well and responded well with decal solutions. The individual stencil placement diagrams are helpful in placing the many numbered items on to the model but the locations are not all accurate as I found when examining reference pictures.

Conclusion

Mixed feelings really – good, but let down by the fit of some main parts. There are one or two omissions – and an option for opening the nose would have been nice. On the whole it's a good kit, generally looks right, but one that needs to be built carefully and with a lot of extra work put into it.

SAMI

Ki-60 Prototype/Home Defence

RS MODELS 1/72

BY TIM LARGE

Inside the box there are two sprues, the main one is in a light brown plastic, with thirty-one parts, which are well moulded with crisp detail and subtle recessed panel lining. There is raised detail in areas such as the cockpit sidewalls and undercarriage assembly. The other sprue is clear, with no blemishes whatsoever in the moulding, and includes the canopy, with fine framing detail, and the landing light.

There is also a pre-painted etched sheet of some forty-seven pieces, that adds detail to the cockpit, as well as holding the parts that make up the wheel bay doors. One thing to be aware of however is that the part numbers on



the etched sheet bear little relationship to the numbers used in the instructions!



The instruction sheet is in an A5 format of four pages, and is clear to understand, though a good study is recommended, to avoid confusion with the part numbers.

Last of all, a very nice, if small decal

sheet is provided, which is up to RS Models' normal high standard.

Construction

For a limited-run kit, the fit of all the parts is extremely good, there being very

Nieuport Ni.23

EDUARD 1/72

BY DAVE HOOPER

Just over a year ago Eduard surprised almost everybody with the sudden and out of the blue release of a brand new 1/72 scale Nieuport 17 tooling. Now they have turned their attention to the Nieuport 23. So what's new? Well not a lot actually, the Ni.23 was very similar to the Ni.17 in all respects, the most noticeable difference in modelling terms being the slightly off-centre position of the machine gun. As one would therefore expect the contents of this release are almost identical to last year's Nieuport 17 dual combo. While the etch brass frets are different from the earlier release the contents are unchanged, the only difference being that these frets lack the parts for the overwing Lewis gun mounting. The instructions are typical of Eduard's output, clear and easy to follow although it must be noted that many of



the PE part numbers quoted on the instructions are incorrect. What I really liked about these instructions was that each colour option has a paragraph of

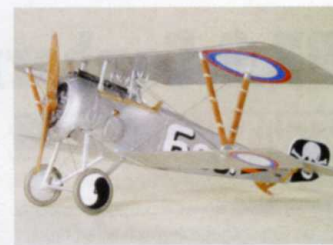
historical information relating to that particular aircraft.

Construction

This is a beautifully sweet kit to build with very little in the way of hidden problems to hamper the modeller. Once again the rotary engine was a very tight fit inside the cowl, but otherwise the parts fell together with amazing ease. For the Russian option I intended to build, the cowling needed a little basic surgery. Also, as already mentioned, the parts used in the fuselage gun mounting are slightly different. In all other respects the build was identical to the Nieuport 17 which has been reviewed previously.

Colour options

The decal sheet is perhaps the most exciting part of this boxing. For this release Eduard have selected four very eye-catching sets of markings to choose from, in fact they are so good I found it



difficult to decide which one to build. I eventually opted for N3598 of 19 (Death or Glory) squadron of the Imperial Russian Air force flown by Lt. Boris 'Bob' Guber. This aircraft is often cited as being a Nieuport 17 and is described as such in my Nieuport Windsock datafile but Eduard claim in the instructions that these publications are incorrect. The remaining options are a Belgium Nieuport; Edmonde Thieffry's *Comete*, one more Russian option (this time with French markings); Kibanov's machine and a Czechoslovakian aircraft circa 1919. The decals were generally very well printed and an absolute delight to use, although the orange on my sheet was slightly out of register.

Conclusion

If you like building aircraft originally made from wood and fabric then this release is an absolute must. On the surface there is very little difference between this kit and its predecessor, however with the inclusion of such an interesting decal sheet this, in my opinion, is the better kit. When you consider that the box contains everything any modeller could ever possibly need, the price of £13.50 is an absolute bargain for a kit of this quality and I cannot recommend it highly enough.

SAMI



little filler needed anywhere in the building process. The cockpit is made in two sections; the first deals with the pilot's space and is made up of twelve parts, the second, with a further ten pieces, concerns the sidewall detail etc. The well detailed main undercarriage assemblies are made up of six parts each.

To attach the clear canopy, some adjustment to the joint with the cockpit walls was needed, to achieve a good and clean fit. Also work was required to the wheel bay/undercarriage joint, and the large radiator housing needed some filler at its rear to blend in to the fuselage.

Colour Options

Two options are given, number one is for the first prototype flown in March 1941, and this is in all-over aluminium, with orange trimming on the leading edge of

the wings. The second is, I imagine, a fantasy finish, of green over aluminium from an aircraft of the 47 *Dokuritsu Chutai*, Malaya 1942, as I believe only three Ki-60 prototypes were made, with the whole program being scrapped in favour of the famous Ki-61, which was a lighter, all-purpose adaptation of the Ki-60.

I chose the first option, using Humbrol Silver (#11) brush painted over the main fuselage, with Matt Linen (#74) on the fabric surfaces and Orange (#18) for the ID trimming on the front of the wings.

Conclusions

Adding to RS Models' growing list of Japanese prototypes, what we have here is a very neat little kit, well detailed and easy to build. Furthermore it is an interesting subject matter – the Ki-60 being relevant to modellers who like the

Ki-61 Tony and for those who have an interest in Japanese prototypes, as well as the Army Airforce.

Because of the problems encountered with the misnumbering of the etched sheet (or instructions), it's not for the

beginner, but anyone with some experience can produce a very presentable example of this rare but important aircraft.

SAMI



Fiat G.55/55S

FLYING MACHINES 1/48
BY CHRIS BUSBRIDGE

Although the Fiat G.55 has appeared in 1/48 before, this Flying Machines kit, together with the Special Hobby version, which shares the same tooling, is the first time it has been accurately modelled. Earlier models had various problems, either a badly proportioned fuselage or poor quality panel engraving. Happily, there are no such problems here. The fuselage is nicely shaped and the engraving is crisp and clean. The Flying Machines kit has a full range of resin moulded cockpit parts, providing superior detail compared to the injection moulded pieces on the sprues. It's worth noting that the Special Hobby kit does not have these additional resin parts, only a resin gunsight. The Flying Machine kit also has parts to allow the torpedo carrying Silurante S prototype to be built. These include the altered lower wing to fit the two wing-mounted radiators and parts for the torpedo itself, although the actual aircraft only ever carried a dummy one. One thing to do if modelling the S version is to delete all nose gun detail, as they were removed in order to save weight. The instruction sheet does not tell you to do this.

Construction

Construction is fairly typical for these limited-run kits, where some parts will need test fitting first, although the cockpit was more or less a snug fit. The biggest headache was thinning down the inner edges of the very thick trailing edges of each wing part. This onerous task should not be skipped otherwise it will severely compromise the final appearance of the model. Other problems during construction included a less than perfect fit for the lower cowl



part and the need to remove a wedge out of the stabiliser fillets to allow the stabilisers to be aligned correctly. Failure to do this will leave a swept-back appearance. The undercarriage doors are moulded too thickly, so could be replaced with thinner scratchbuilt parts if desired. The canopy fitted perfectly

and with careful masking can fixed in place before proceeding with the camouflage.

Colour Options

Decals are provided for three ANR schemes, but I had already decided on the Silurante for this review. This gave me the opportunity to try out the unique camouflage of this particular aircraft. Being based on a G.55 that had already rolled off the Fiat production line, the Silurante prototype had a heavily modified airframe that necessitated a completely new colour scheme. Although the instruction sheet suggests the familiar Hazel/Olive Green and Light Blue Gray colours of that period there is a theory that, as a 'Marine' aircraft, it is entirely possible that the Hazel colour was dropped in this instance. I therefore sprayed the model entirely with *Grigio Azzurro Chiaro* and applied the 'criss-cross' style wavy *Verde Oliva Scuro* pattern all over its upper surfaces.

Being generally pleased with the



finished result, this left just the decal application. As the decal sheet only has white-backed wing fasces, I had to source spares for the correct black-only versions. The rest of the decals were fine.

Conclusion

Overall a very satisfying result and, at long last, a decent looking G.55 can now be built in this scale. It should prove popular for all enthusiasts of this fine looking aircraft.

SAMI



Rumpler Taube 4C

CHOROSZY MODELBU 1/72

BY DAVE HOOPER

Designed in 1910, the Taube was the main aircraft type used in the German airforce during its early years. By the time the Rumpler 4C came into being in 1914 the type was almost obsolete, despite breaking the altitude record at nearly 20,000 ft in July 1914. This kit comes in the usual Choroszy style box with a nicely painted profile of its subject on the lid. As ever the large selection of resin parts are individually cast and up to Choroszy Modelbud's very high standards of moulding. Instructions



are adequate but only really scratch the surface of what is required to complete the kit. As with other recent kits from this manufacturer there are no painting references other than the box art.

Construction

I found this a relatively simple model to build, with no hidden problems or major fit issues. The level of cockpit detail is very impressive and very effective once constructed. All that was needed was to add masking tape seat belts. Two steering columns and rudder pedals are included, but the instructions indicate that only one set is needed. As the front



cockpit was an observer's station I concurred with the instructions and consigned the extra pieces to my collection of spares. The fuselage halves appeared to fit well, but once cemented I found the floor of the fuselage was not entirely horizontal and some time was

Bell YFM-1 Airacuda

VALOM 1/72

BY ANDY McCABE

The Bell YFM-1 was the first Military aircraft built by the Bell Aircraft Corporation, it was originally designated the Bell Model 1. The design was innovative and featured bold advances and numerous flaws which in the end resulted in its demise.

The Airacuda first flew on the 1st September 1937 and was designed as a Bomber Destroyer type aircraft. The aircraft saw limited production quantities and only one squadron was formed, with only one prototype and 13 production models produced. The aircraft had a crew of five and fears persisted on how these would escape in an emergency, especially as the nacelle gunners had the props behind them!

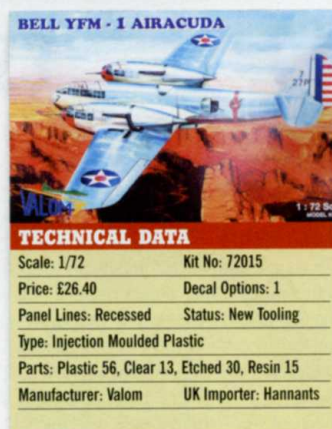
The kit contains 56 plastic, 13 clear, 30 etched and 15 resin parts, a nicely printed colour instruction sheets, and one small decal sheet. The plastic parts have exquisite recessed panel and rivet detail and are extremely well detailed and manufactured.

Construction

The instructions show the assembly of the instrument panel, landing gear and the rear gunner positions in that order, however I decided to skip steps 2, 3 and 4 and concentrate on the cockpit. This is a comprehensive assembly being made up of 30 separate parts, plastic, resin and etched brass, the level of detail is superb and benefits from some careful assembly and painting.

From hereon the assembly sequence is down to the builder's preference, as following the instruction sequences means building sub-assemblies at strange stages. I just concentrated on assembling the cockpit and fuselage in the time-honoured fashion, then wings, tail etc, etc.

There are no really positive locations for the cockpit and rear gunner positions.



The cockpit assembly has lower bulkhead parts that make up a forward landing gear bay, which is not used on this particular aircraft, and in any case do not line up with the opening in the fuselage so they were removed, the location being taken from the rear cockpit bulkhead and side consoles.

One oddity of the plastic parts is the chamfer on the edges of them which means that they could be glued into position at curious angles if not corrected. This aside the fit of the parts is generally excellent once the chamfers have been removed.

The wings have resin wheel well inserts and nice detail for the remainder, and once assembled each wing butt joins the fuselage, as do the tailplanes, with only minor amounts of filler needed. The exhausts are moulded onto the side of each nacelle, and it would have enhanced the kit even more had they been separate parts. A shame really, especially as the level of detail in other areas is so good.

The clear plastic parts are very nicely produced and with 13 of them there is plenty of masking to do! The only problematical clear parts were the two for the upper turret, as the mating edges are very narrow and very easy to fog with cement if not careful. It would probably

be prudent to coat them first with Klear, which I didn't – drat... The masking is a long task as there are so many window panes to do, but it has to be done.

The location of the floor in each nacelle is not clearly defined in the instructions and a lot of dry fitting is required with the floor parts and the cannon/glazing parts to obtain a fit that allows the cannon to sit on the floor. Once each nacelle assembly had been made it was glued into position on each wing, the fit is not too good and filler was needed to blend them in nicely.

This done the model is ready for spraying.

Colour Options

There is only one option supplied, that for a Bell YFM-1 Airacuda, seen at New York World's Fair, June 1940, in a natural metal finish all over with red nacelle nose cones.

To achieve the metal finish, after a coat of primer, a coat of gloss black was applied ready for the final coat of Alclad 2 Polished Aluminium and nice and

shiny it is too.

The small decal sheet is very nicely printed with good colour registration and clarity; no problems were encountered during their application

Conclusion

This kit was an absolute joy to build from start to finish. There are a lot of parts, and the level of detail is extraordinary.

It is certainly an odd looking model, and different to any other military aircraft model I have built to date. Construction is straightforward; you just have to study the parts and the instructions carefully before assembly as the location of the parts is not too clear. This however is a good thing for me as it makes me sit and think about how to assemble a kit and not have it laid out before me in every detail in the instructions – I like a challenge.

An extremely well manufactured and presented kit from Valom. This was the first time I have built one of their kits and it won't be the last, as I was very impressed with this one.

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spent correcting this. Unlike earlier Taubes, which were warp controlled, the 4C had ailerons on the tips of its wings. This makes this a much easier and cleaner aircraft to rig than the earlier Taubes. I found the undercarriage section difficult to fit so that they were aligned with each other correctly but this could have been the result of my earlier adjustments to the fuselage floor.

Colour options

One unspecified colour option is included which, as one would expect from the era, is clear doped linen throughout. Two sheets of identical decals are included containing between them enough Iron crosses to complete the job. The decals are well printed and

easy to use although I did have a 'clumsy' moment resulting in the destruction of one of the rudder decals. To get myself out of this particular hole I scanned the remaining decal and printed off a replacement.

Conclusion

With its dove-like wings and clean lines, the Taube has to be one of the most elegant aircraft of the pre-war era and Choroszy have done a fine job recreating the lines of this beautiful machine. While I could find no plans for the 4C, the finished model looks close to the few photographs I could trace. On a minor note the wheels look slightly smaller. It must also be noted that positions for the control cable holes on the wings are



incorrect or missing on some of the surfaces.

I found this to be another very impressive resin model from this prolific manufacturer. It is unusual to find

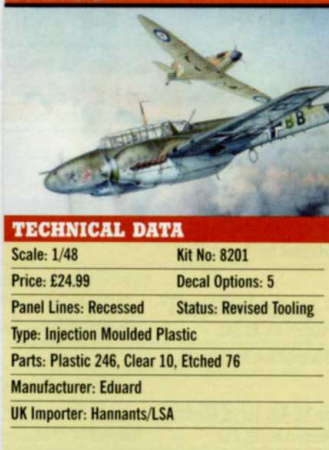
models of aircraft that were used at the beginning of WW1 and as such this is a very welcome release.

SAMI

Messerschmitt Bf 110C

EDUARD 1/48
BY GORDON SCOTT

Bf 110C



TECHNICAL DATA

Scale: 1/48 Kit No: 8201

Price: £24.99 Decal Options: 5

Panel Lines: Recessed Status: Revised Tooling

Type: Injection Moulded Plastic

Parts: Plastic 246, Clear 10, Etched 76

Manufacturer: Eduard

UK Importer: Hannants/LSA

The kit arrives in Eduard's trade mark packaging – an orange lined cardboard box with removable lid with decent box top colour art and all 5 kit marking options printed in colour around the sides. Inside it is packed with 6 sprues in RLM02(ish) coloured plastic, 2 clear sprues with 2 canopies, 2 windscreens and a gunsight. The decal sheet offers 5 options and all stencils, a coloured etched-metal sheet of predominantly cockpit detail parts, masks for the cockpit glazing and wheels are another sheet, and a 20-page instruction booklet with all decal options printed in colour complete the package. Detail is engraved, quite lightly, but perfectly executed.

Now then, does it build well? To be fair, I started this right after finishing their Fw 190 and expected the same sort of fit but I'm afraid the Me isn't quite as good, don't worry though, it's nothing drastic; it just requires a bit more care.

So with a new blade in the scalpel and the inevitable new plaster on my thumb, it never fails – new blade = bleeding, I began.

Construction

I've waited years for a good early mark 1/48 Bf 110 so have amassed a number of detail parts to improve Fujimi's kit. I put a good number of these parts into the cockpit along with the kit parts as a matter of personal choice, but if you only use the kit parts you won't be disappointed with the result. Everything fits where it should without problem and looks the part. 24 stages take care of this part of the kit and you can now join the fuselage halves together!

The rear gun deck goes in next and there is a bit of a fit problem as it's just a bit too narrow, but a touch of Tipp-Ex sorted that out. I didn't fit the machine gun until after varnishing and the period photos I have show the ringsight fitted to

the muzzle end of the weapon, not the foresight as shown in the instructions.

Onto the nose. Two main options here, either open to display the gun bay or closed. I went for the open option but left the guns off until after painting. The lower nose joint needs a bit of TLC, and after many dry runs I found that paring away the inside of the fuselage then clamping the upper edges of the nose cone helped, but the joint still required a touch of Tipp-Ex to get right. Incidentally, the lower edge of the internal front bulkhead (part C19) that carries the oxygen bottles in the nose, cuts across the inside of the open cannon muzzles and can be seen. After fitting the shark-mouth decal I used a



touch of PVA to close the forward end and finished with paint.

Do not forget to put parts J22 and J16 in before gluing the wings together, as these parts are the base for the undercarriage main legs. The engine nacelles and wheel bays follow without any problems. The problems began when mating them to the wings, and I ended up taking a significant amount from the front edge to get the engine covers back to the fairing on the upper wing, and then had to spread the top of the engine covers to get them to match the contours of the fairing. It's not hard but you could end up losing that engraved detail, still, a spot of superglue and activator followed by careful sanding did the trick!

The radiators have an internal seam adjacent to the wheel well wall to deal with and the starboard upper join wasn't great, but that could have been a result of having to bully the engines into place. I applied Kristal Klear into the gaps with a cocktail stick, then wiped it over with a wet digit and that put paid to the gaps.

Dry-fitting the wings to the fuselage revealed that they wouldn't! Dilemma – do I modify the wing stubs or the fuselage slots? In the end both got a bit a therapy and you wouldn't know it now. The elevators' fit was the opposite, their stubs being a lot too small, I held them in place and ran liquid cement around them, job done and no filling.

A choice of tailwheels is offered,



single-piece or three pieces – I went with the three pieces. The main legs look really thin but once in place they became very good replicas of the real thing.

Colour Options

I really wanted to make the ZG76 machine so I began with the shark mouth, reasoning that if I botched it, I could use the angry wasps from ZG1 without a re-spray. Eduard have excelled themselves here because there were differences between the shark mouth designs used by ZG76. The later 110E design is different and to Eduard's credit, they have spotted this, so if you choose this aircraft and botch the decal you can't pinch the 'teeth' from their 110E kit.

Did I botch it? Well not quite, because if you fit the top of the mouth as per period photos you end up with a gap underneath the nose and the spare red and white decal Eduard supply isn't enough to close the gap, so out came the 000 brush and red paint for a little dentist. The other decals were a doddle and no silvering was encountered.

Conclusion

So was it worth it? There were times when I got a bit fed up with the fit of some parts but looking at it now I defy you to find a better plastic 1/48 Bf 110C – or E for that matter. Yes, it's a bit fiddly at times (could be your surfeit of thumbs-thanks darling!) but it looks every inch an Bf 110 and that makes the small amount of effort required on my part to achieve the result well worth it. Buy at least a *kette*, you may tear some of your hair out but it won't make you bald and you won't regret it when you gaze at your latest masterpiece.

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Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

One Big Hun

EDUARD

If you have the Trumpeter F-100 in your pending pile, then Eduard have some good news for you. A lot of good news in fact, as with no fewer than eight PE sets newly released, no area of the kit is left untouched. Of particular note is the airbrake set, which comprises two large frets, and looks to be a real winner. The cockpit set and placards are both beautifully printed as well, and the tiny legends and stencils featured will add a level of detail to your cockpit hitherto unseen.

Eduard simply continue to get better and better, and with quality kits like the Hellcat and Fulmar seen this month, on top of the etched output, are clearly a major force to be reckoned with.

1/72

A-20G Havoc Masks

Product No: CX 203 Price: £3.70
Designed for: MPM kit

Buffalo Model 339 Masks

Product No: CX 205 Price: £2.50
Designed for: Special Hobby kit

Beaufort Mk Ia Masks

Product No: CX 208 Price: £3.70
Designed for: Special Hobby kit

A6M2 Zero Masks

Product No: CX 209 Price: £1.99
Designed for: Fine Molds/Model Graphix kit

F-105D Thunderchief Interior Zoom

Product No: SS300 (self-ad) Price: £3.70
Designed for: Trumpeter kit

F-105D Thunderchief Exterior

Product No: 72477 Price: £13.50
Designed for: Trumpeter kit

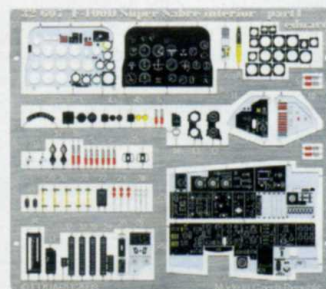
F-105D Thunderchief

Product No: 73300 (self-ad) Price: £11.75
Designed for: Trumpeter kit

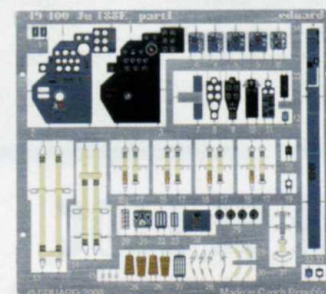
1/48

Fairey Gannet Masks

Product No: EX 234 Price: £3.70
Designed for: Classic Airframes kit



F-100D Super Sabre Interior



Junkers Ju 188E

Mirage III (Weekend Edition) Masks

Product No: EX 239 Price: £3.70
Designed for: Eduard kit

Fieseler Fi 156C Storch Masks

Product No: EX 240 Price: £4.99
Designed for: Tamiya kit

F-14A Bombrat Masks

Product No: EX 241 Price: £4.99
Designed for: Academy kit

Ki-45 Kai Toryu Masks

Product No: EX 242 Price: £3.70
Designed for: Hasegawa kit

Potez 63-11 Masks

Product No: EX 243 Price: £4.99
Designed for: Azur kit

Junkers Ju 188E Interior Zoom

Product No: FE 400 (self-ad) Price: £4.99
Designed for: Dragon kit

A-10 Thunderbolt II Gun Bay

Product No: 48577 Price: £11.75
Designed for: HobbyBoss kit

Junkers Ju 188E

Product No: 49400 (self-ad) Price: £15.50
Designed for: Dragon kit

1/32

SBD-4/5 Dauntless Masks

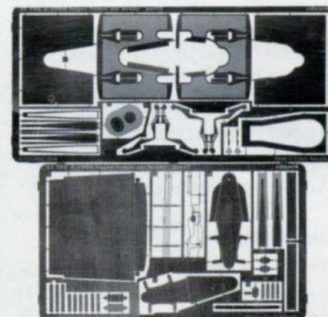
Product No: JX 074 Price: £5.60
Designed for: Trumpeter kit

F-100D Super Sabre Exterior

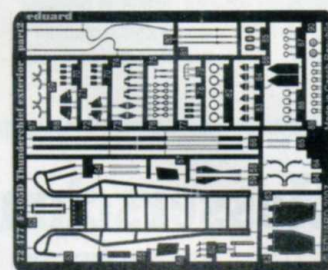
Product No: 32181 Price: £11.75
Designed for: Trumpeter kit

F-100D Super Sabre Weapons Bay

Product No: 32184 Price: £10.50
Designed for: Trumpeter kit



F-100D Super Sabre Air Brake



F-105D Thunderchief Exterior

F-100D Super Sabre Wheel Wells and Undercarriage

Product No: 32185 Price: £11.75
Designed for: Trumpeter kit

F-100D Super Sabre Slats

Product No: 32186 Price: £11.75
Designed for: Trumpeter kit

F-100D Super Sabre Air Brake

Product No: 32193 Price: £11.75
Designed for: Trumpeter kit

F-100D Super Sabre Placards

Product No: 32599 (self-ad) Price: £10.50
Designed for: Trumpeter kit

F-100D Super Sabre Interior

Product No: 32607 (self-ad) Price: £15.50
Designed for: Trumpeter kit

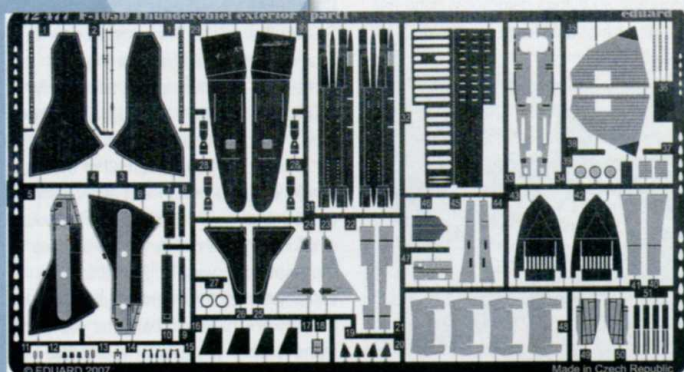
F-100D Super Sabre Seat

Product No: 32612 (self-ad) Price: £13.50
Designed for: Trumpeter kit

Conclusion

Once you have looked at some of these products, it is hard to conceive of a model without them. The F-105 sets in 1/72 offer so much for the Trumpeter kit that a model will seem naked without them. The colour cockpit sets are as yet unsurpassed, and the essential masks should become a mandatory part of any kit build. Hopefully the trend for canopy masks will spread throughout the industry, as it has to be the single biggest step forward since injection moulded plastic, and Eduard's yellow kabuki types are the business.

SAMI



F-105D Thunderchief Exterior

Open Doors

AIRES

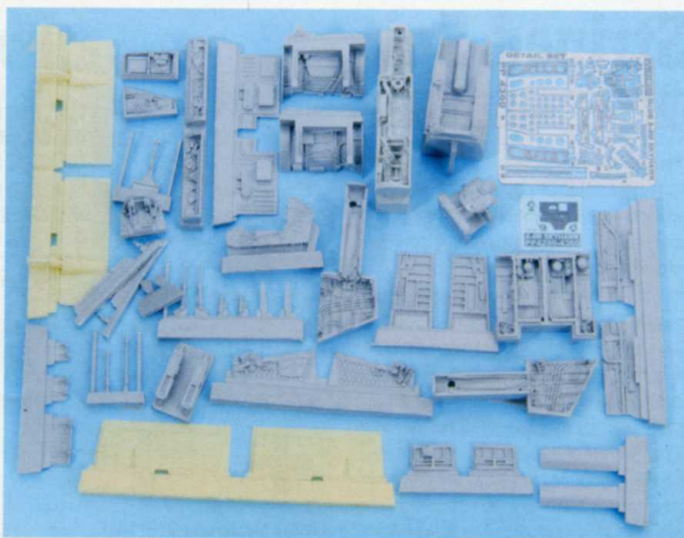
A small batch of new items from Aires this month includes one of the most comprehensive detail sets I have ever seen from this manufacturer. Designed for the Hasegawa A-4M Skyhawk, this set not only super details the normal areas like the cockpit, air brake and undercarriage bays with some beautifully cast resin but also supplies parts to open up seven avionics bays along both sides of the fuselage. This set will produce an absolutely stunning model or alternatively you can purchase another cockpit and undercarriage bay set and split the avionic bays to produce two detailed models.

In the larger 1/32 scale we have a detail set for Trumpeter's Me 262 and though this kit is very nice out of the box this set adds detail which is only possible using resin and etched brass.

1/72

AV-8B Harrier Wheel Bay

Product No: 7177 Price: £5.45
Designed for: Hasegawa



McD D A-4M Skyhawk Detail Set

F-14A Tomcat exhausts nozzles- Closed

Product No: 7178 Price: £7.35
Designed for: Fujimi

1/48

McD D A-4M Skyhawk Detail Set

Product No: 4360 Price: £28.35
Designed for: Hasegawa

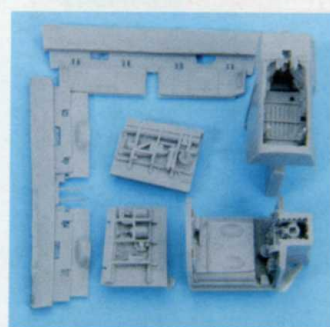
1/32

Messerschmitt Me 262A Cockpit and Undercarriage Bay Set

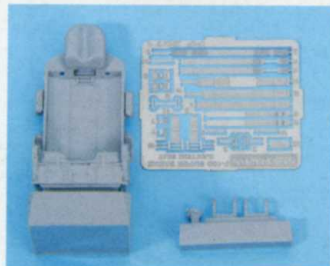
Product No: 2069 Price: £25.99
Designed for: Trumpeter

F-100 Super Sabre Ejection Seat

Product No: 2071 Price: £7.35
Designed for: Trumpeter



AV-8B Harrier Wheel Bay



F-100 Super Sabre Ejection Seat

Conclusion

More excellent products from Aires, whose products are available in the UK via LSA models and Hannants, and in the US from Squadron.

SAMI

FOD Mods

QUICKBOOST

Once again Quickboost releases include more of their beautifully cast engines, realistic exhaust pipes and detailed gun barrels. But the item that stood out for me was probably the simplest in the intake covers for the F-104 Starfighter; it is rare that you will see any aircraft on the ramp without covers in place but these are rarely seen fitted to models. I hope we will see more of these issued in the months to come as they should sell well.

1/72

F-7F Tigercat Engines & Cowlings

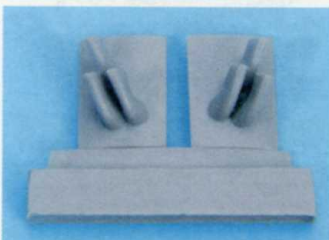
Product No: QB 72 133 Price: £5.25
Designed for: Monogram/Revell

Nieuport 17 Cowling

Product No: QB 72 134 Price: £2.90
Designed for: Eduard

Nieuport 17 Tailplane

Product No: QB 72 135 Price: £2.90
Designed for: Eduard



F4U-2 Bird Cage Corsair Exhausts

Lancaster Air Scoops

Product No: QB 72 136 Price: £2.90
Designed for: Revell

SBD 3/5 Exhaust

Product No: QB 72 137 Price: £2.20
Designed for: Hasegawa

Junkers Ju 88 Undercarriage covers

Product No: QB 72 138 Price: £2.90
Designed for: Hasegawa

Wellington Mk.1C Late Exhaust

Product No: QB 72 139 Price: £2.90
Designed for: Trumpeter

1/48

Mig-19 Air Scoops

Product No: QB 48 156 Price: £2.90
Designed for: Trumpeter

F4U-2 Bird Cage Corsair Exhausts

Product No: QB 48 157 Price: £2.90
Designed for: Tamiya



F-104 Starfighter FOD Covers

Wellington Mk 1C Late Exhaust

Product No: QB 48 158 Price: £2.90
Designed for: Trumpeter

F-4 Phantom II Nose Air Scoops

Product No: QB 48 159 Price: £2.90
Designed for: Hasegawa

SBD-3/5 Dauntless Exhaust

Product No: QB 48 160 Price: £2.90
Designed for: Accurate Miniatures

F-104 Starfighter FOD Covers

Product No: QB 48 161 Price: £3.99
Designed for: Hasegawa

Messerschmitt Bf 110G-2 Exhausts

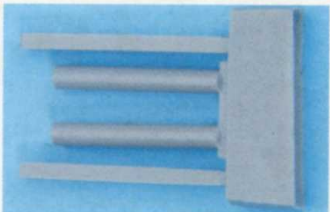
Product No: QB 48 162 Price: £2.90
Designed for: Revell

Messerschmitt Bf 110G-2 Exhausts

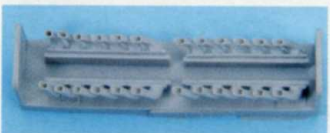
Product No: QB 48 163 Price: £2.90
Designed for: Eduard



Heinkel He 162 Control Sticks



Heinkel He 162 Gun Barrels



Messerschmitt Bf 110G-2 Exhausts

1/32

Heinkel He 162 Control Sticks

Product No: QB 32 040 Price: £2.90
Designed for: Revell/Dragon/ Trimaster

Heinkel He 162 Gun Barrels

Product No: QB 32 041 Price: £2.90
Designed for: Revell/Dragon/ Trimaster

Conclusion

As with all Quickboost releases these exquisite castings require virtually no clean up and in most cases they just replace the corresponding kit part. If you want to add better detail to your model without spending a lot check out this range at both branches of Hannants and LSA models in the UK. US importer is Squadron MMD.

SAMI

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

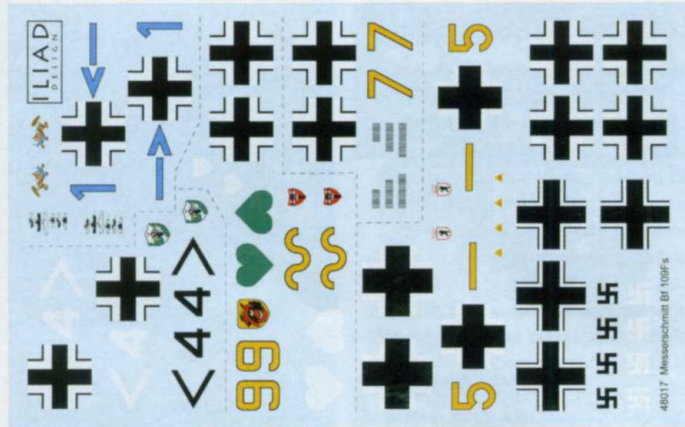
All items received for review will be treated with serious and professional consideration.

Striped Spit

ILIAD DECALS

Iliad sheets are always welcome as they normally manage to produce at least one scheme on each sheet that I have never come across before. This month's new releases cover the Spitfire and Bf 109, so you would think that every scheme possible has been reproduced in decal form before, but Iliad have still managed to spring a few surprises. First we have the Messerschmitt sheet which covers the 'F' variant and the stand-out option is an aircraft of JG52 painted with a topside camouflage of RLM 74 grey-green and a maroon/wine red colour which is then overprinted in RLM 76 blue squiggles.

Now, I have never associated early mark Spitfires with colourful paint



IL48017 Messerschmitt Bf 109F

Spitfires marked with French and Yugoslav national insignia and one finished in an early war USAAF scheme. Each sheet comes with full colour instructions which include clear camouflage drawings; the decals are very nice but only supply the national insignia and individual aircraft markings, stencils will have to come from the kit sheet.

Gabriel Gauthier, Commandant of GC 11/7, which was part of 326 Squadron, May 1945

- 3. Spitfire Mk Vc, JK764, of 352 (Yugoslav) Swan, Vis airfield (Croatia), 1944 352 Squadron was also part of the Yugoslav Partisan Air Force, hence the partisan markings modified from the RAF insignia
- 4. Spitfire Mk Vc, AA963. This aircraft was shipped to the US for evaluation in Feb. 1942

1/48

IL48017 Messerschmitt Bf 109F

- 1. Bf 109F-4B of Frank Liesendahl, 10/JG 2, Beaumont, March 1941
- 2. Bf 109F-2 of JG 52 in a most unusual scheme
- 3. Bf 109F-4 of 9/JG 54
- 4. Bf 109F-4 of 3/JG 51
- 5. Bf 109F/trop of II/JG 27, August 1942

Conclusion

A couple of really nice sheets from Iliad, and if you have not seen their decals a quick trip to their website at www.iliad-design.com will show you the full range from

MiG-19s to Russian Civil War Nieuports and everything in between. Orders can be made via the website using PayPal, or in the UK Hannants normally stock the latest releases.

SAMI

IL48018 Oddball Spitfires

- 1. Spitfire Mk I, AR213, of 57 OUT, early 1942
- 2. Spitfire Mk IXe flown by Capitaine

IL48018 Oddball Spitfires

schemes, but that was before I saw the Mk I on this sheet with a red, white and blue striped nose and spinner. Apparently this aircraft was used to bounce student pilots. The other three options are also interesting, including



New Nicks

AVI PRINT

If you have the skills and patience to tackle those camo schemes, the Ki-45 Toryu is an attractive and interesting aircraft. Avi Print's latest release offers

individual markings for four machines, as well as national markings for the aircraft of your choice.

1/48

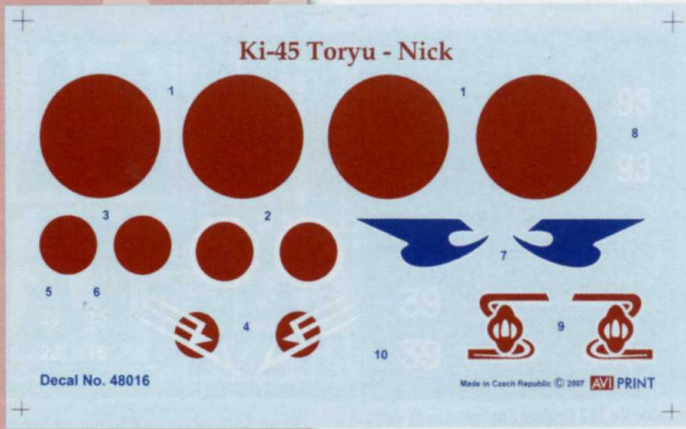
48016 Ki-45 Toryu-Nick - £7.50

- 1. Ki-45Kai Ko - 13th Sentai, Cape Gloucester, New Britain 1943
- 2. Ki-45Kai Ko - 13th Sentai, Taisho Air Force Base, Japan, 1943
- 3. Ki-45Kai Ko - 53rd Sentai, Matsuda Air Force Base, Japan, 1944
- 4. Ki-45Kai Ko - 4th Sentai, Ozulu Air Force Base, Japan, 1944

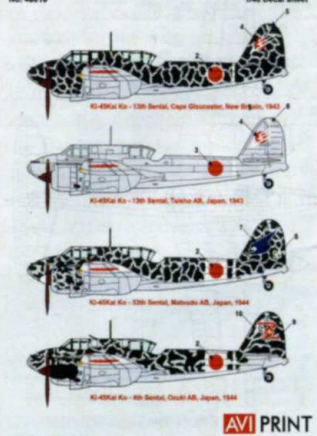
Conclusion

More high quality decals from the Czech Republic, and with the Hasegawa kit due soon this is a sheet worth getting hold of. See the range at www.aviprint.cz The range is obtainable in the UK via Hannants.

SAMI



Ki-45 Toryu - Nick



AVI PRINT

Accurate Hawks

STARFIGHTER

A new sheet from Starfighter continues this company's affair with between the wars biplanes with a sheet for the vintage Monogram P-6E Hawk, which has been recently re-released by Accurate Miniatures. This sheet is produced on an Alps printer so is more delicate than conventional products, and needs careful handling. National insignia and tail markings are provided for two options and a small colour instruction sheet provides a painting guide.

1/72

72-106 P-6E Hawk USAAC

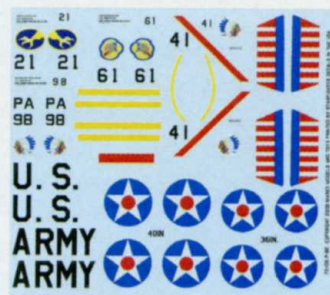
Options 1 to 3 have Light Blue fuselages and option 4 is Olive Drab, while all options have yellow wings and tail surfaces and a squadron badge on the fuselage side.

- 1. P-6E 32-221 33rd PS 1938. This aircraft has a red front cowling
- 2. P-6E 32-298 94th PS 1936. This aircraft has a red front cowling
- 3. P-6E 32-261 36th PS 1936. This aircraft has two yellow stripes around the fuselage

- 4. P-6E 32-241 94th PS 1934. This option has a red forward section separated from the olive drab fuselage by a yellow stripe, and a slanted red stripe runs across the fuselage in front of the cockpit.

Conclusion

These sheets will produce two attractive biplanes, the only problem being that the kit is only available in a double-boxing with the F4B-4, but this is available in the UK via Creative Models at www.creativemodels.net priced £14.99.



If you are interested in this manufacturer's range they can be viewed and ordered online at www.starfighter-decals.com

SAMI

Civils Update

TWOSIX DECALS

This month from TwoSix decals we have a mix of their latest sheets and two from the back catalogue. The back issues are printed with overall carrier film and include a detail sheet for the S&M Viscount and an attractive scheme for a Virgin Atlantic A340.

The latest releases are conventionally printed silk screen sheets with individual images having their own carrier film. These include current schemes from KLM and Royal Air Maroc, and vintage schemes from Singapore Airlines, British United and British Caledonian. Each of these sheets includes markings for multiple options and where applicable the instructions supply a guide as to which aircraft name ties in with which registration, as well as exact colour matches using the Xtracolour enamel paint range.

1/144

144-367 Vickers Viscount Detail Decal

Designed for the S&M Viscount, and one of thirty decal sheets that TwoSix produce for this kit, this sheet is pretty unique as I have never seen one before that supplies all the major panel lines and details for the engine nacelles, a nice option which should look better than inked panel lines in this scale.

144-291 Virgin Atlantic Airbus A340-300

This sheet provides markings for nine A340s in Virgin's classic scheme, and a nice touch is the addition of some slogans to the fuselage sides 'More experience than the name suggests' is one of my favourites.



144-291 Virgin Atlantic Airbus A340-300

STS4408 British United Airlines BAC 1-11-200

This sheet supplies markings for five aircraft in a white over light grey scheme separated by a blue and gold cheat line.

STS4409 British Caledonian Vickers VC10

This sheet supplies markings for four aircraft in the traditional British Caledonian scheme with the yellow lion on a blue tail.

STS4411 Singapore Airlines Boeing 707-320B/C

A scheme that does not look much different on the new A380, this sheet includes markings for five aircraft, and includes both Singapore Airlines and Singapore Airlines Cargo titles for the fuselage.

STS4414 Royal Air Maroc Airbus A321-211

This sheet, and the following two, provide markings for the current Air Maroc scheme with a white over grey fuselage separated by a red and green cheat line, the tail having a red and green shooting star. The airline titles are in English text on the port side and Arabic on the starboard side. Registrations are supplied for four aircraft.

STS4415 Royal Air Maroc Boeing 737-800

This sheet provides markings for fourteen 737-800, all of these aircraft having the wingtip fins as seen in the latest issue of the Revell kit.

STS4416 Royal Air Maroc Boeing 737-200/500

This sheet provides markings for eight classic and next generation 737s.



STS4408 British United Airlines BAC 1-11-200



STS4411 Singapore Airlines Boeing 707-320B/C



STS4415 Royal Air Maroc Boeing 737-800



STS4417 KLM Boeing 777-206ER

STS4417 KLM Boeing 777-206ER

The current KLM scheme has a white lower fuselage with a light blue upper fuselage separated by a dark blue cheat line, airline markings are printed in contrasting colours.

Markings are supplied for fifteen aircraft

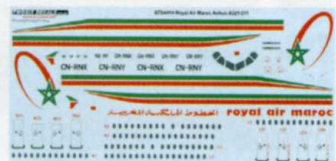
STS4418 KLM Boeing 737s

No fewer than twenty nine aircraft of -300, -400, -800 and -900 variants are featured. Each aircraft is named after a bird with bilingual Dutch English titles.

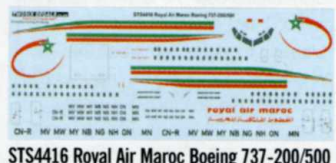
Conclusion



STS4409 British Caledonian Vickers VC10



STS4414 Royal Air Maroc Airbus A321-211



STS4416 Royal Air Maroc Boeing 737-200/500



STS4418 KLM Boeing 737s

I am really getting into airliners, and decals of this quality make it easy to reproduce some attractive schemes, so I am sure some of these will be making an appearance in the Milton Schemes series in future issues.

The full range can be seen and ordered from the website at www.twosixdecals.co.uk

SAMI

Norway Back

VINGTOR DECALS

It had to happen. Vingtor have turned their attention to the F-16's operated by the Royal Norwegian Air Force from 1980 to 2003. Though like many F-16's Norwegian aircraft were painted in shades of grey, at least they had attractive coloured squadron flashes on their tails. Also, Vingtor have managed to find two examples with very colourful finishes. The first has representations of the flags from all the nations operating the type on its nose, and was displayed at the Paris Air Show in 1989. The second has the flags of Norway, Holland, Denmark, Belgium and the USA up the tail with the MLU title at the top and check six at the base of the tail.

The instructions are very complete with detailed colour notes, though with 12 marking options some options are on the cover or are represented by just the tail section. The decals are beautifully printed with enough stencilling to complete two airframes.

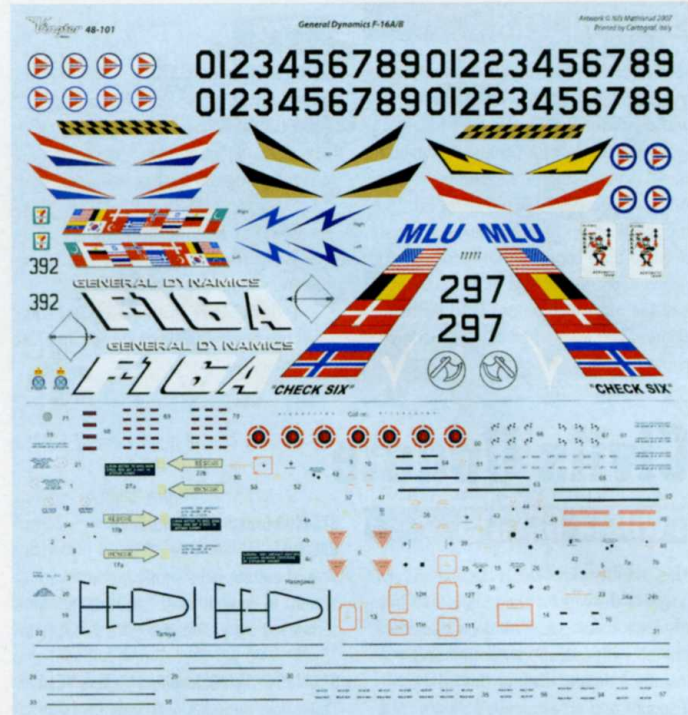
1/72

VT72-101 F-16A/B Fighting Falcon RNoAF – early markings

- 1. General Dynamics F-16B Block 1, 78-0301. 332 Sqn, Rygge 1980
- 2. General Dynamics F-16A Block 1, 78-0273. 331 Sqn Bode 1981
- 3. General Dynamics F-16A Block 10, 78-0292. 332 Sqn. Rygge 1982. Flying Jokers emblem carried at a performance during the squadron's

40th anniversary

- 4. General Dynamics F-16A Block 16D, 80-3666. 334 Sqn. Bode 1990
- 5. Lockheed Martin F-16AM, 78-0297. 332 Sqn. Rygge 1998
- 6. General Dynamics F-16B Block 10, 78-0305. 332 Sqn. Rygge 1993
- 7. Lockheed Martin F-16BM, 87-0711. MLU roll-out, Kjeller 1998
- 8. Lockheed Martin F-16AM, 80-3671. 338 Sqn, assigned to NATO Response Force (NRF) Manas Air Base
- 9. General Dynamics F-16A Block 10, S.No. 78-0292. 332 Sqn, Rygge, 1982
- 10. General Dynamics F-16A Block 115M, S.No. 80-3686. Paris Air Show, 1989. The aircraft was on loan from 331 Sqn, and carried the show number 392. It was on public display with four Penguin Mk. 3 anti-ship missiles
- 11. General Dynamics F-16B Block 15AD, S.No. 87-0712. 331 Sqn. Bode, 1989. This aircraft, as well as 711, had US style stencilling (with dark grey rectangles) on the cockpit sides and proper 300mm roundels
- 12. General Dynamics F-16A Block 10m S.No. 78-0286. 338 Sqn, Grazzini, Italy, 1999. Deployed to the NATO's Immediate Reaction Force (IRF) it carried a typical load of four ASIM-120 and two AIM-9L missiles (all on LAU-129 missile rails), two 370 gallon fuel tanks and a centre-line AN/ALQ-131 ECM pod



1/48

VI48-101 F-16A/B Fighting Falcon RNoAF – early markings

Exactly the same as VT72-101 as detailed above.

Conclusion

This set maintains Vingtor's reputation for producing high quality decals for their home nation's aircraft. The only

downside is that I am not sure how many more types they have left to cover before they will have to look for inspiration from other countries. Vingtor's products are available in the UK from Hannants, but you can also order the full range from their website at www.vingtor.net

SAMI

Chart Position – Colour Charts

ILIAD

Iliad have produced a whole range of colour charts over the last few years and the two latest have just arrived.

Following the same format as the previous releases each set includes two A4 sheets; the first includes small

rectangular chips of the World War 2 paint colours while the second supplies details of the paints application to a selection of aircraft.

ILCC-014 RAF Photo Recon

This chart supplies chips of Extra Dark Sea Grey, Dark Sea Grey, Extra Dark Sea

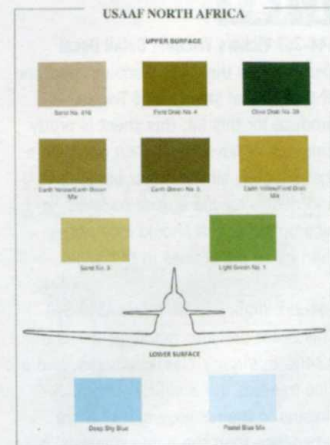
Grey (2), PRU Pink, PRU Blue, Deep Sky, Dark Mediterranean Blue, and PRU Mauve. The second sheet supplies painting guides for the Spitfire, Hurricanes and Mosquito as well as a detailed description of the application of colours depending on the assigned operating altitudes.

ILCC-015 USAAF North African Camouflage

This chart supplies samples of Sand 616, Field Drab, Olive Drab, Earth/Yellow Brown mix, Earth Brown, Earth Yellow, Sand 3, Light Green, Deep Sky Blue, and Pastel Blue. The paint guides provide details of the paint as applied to the P-40, A-20 and B-24 as well as the evolution of colours between June 1942 and March 1943.

Conclusion

Many modellers mix their own paints but relying on colour photographs is a bit hit and miss as many things can vary the tone and shades and of course many preserved aircraft do not illustrate the original colours. These charts will enable you to accurately reproduce the colour as applied to the aircraft when newly

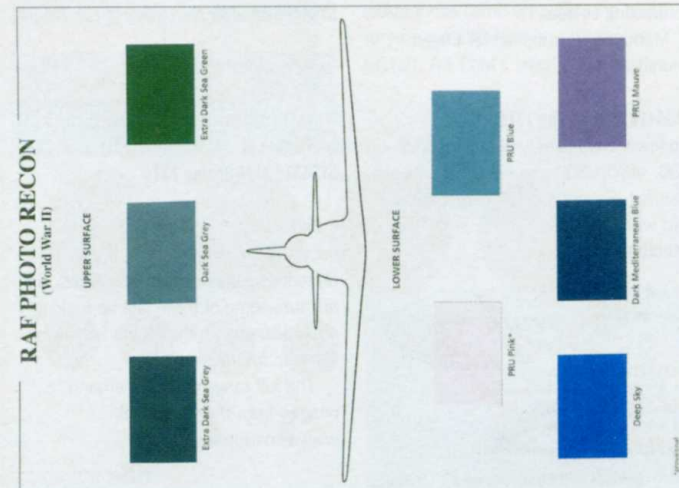


ILCC-015 USAAF North African Camouflage

painted, though of course over a period of time nature would weather and fade the colours away from the original colour.

Our thanks to Iliad for supplying these charts and though we do not know of a UK stockist they can be ordered online from www.iliad-design.com.

SAMI



ILCC-014 RAF Photo Recon

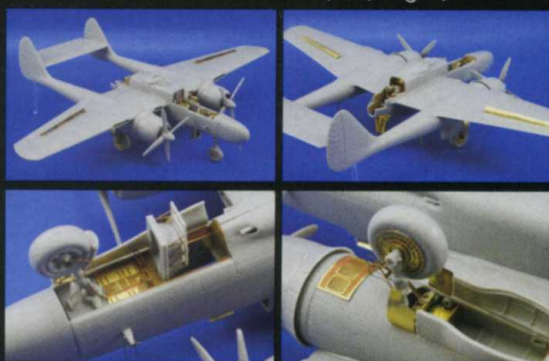
eduard

BEST BRASS AROUND

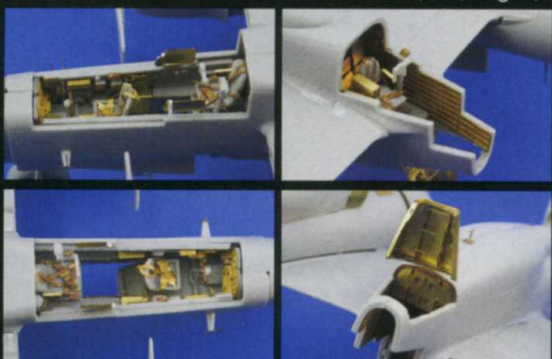
32170+32179+32182+32183+32598 F4F-3 Wildcat 1/32 (Tru)



72476 P-61 Black Widow exterior 1/72 (Dragon)



73296+SS296 P-61A/B Black Widow interior 1/72 (Dragon)



49392+FE392 He 219 Uhu self adhesive 1/48 (Tamiya)



more on www.eduard.com

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Kit of the Month



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Packet: £3.00

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Prices correct at time of printing.

Eduard

1/32ND ETCH

32181	F-100D Super Sabre ext	Tru	£11.75
32184	F-100D Super Sabre weapon bay	Tru	£10.50
32185	F-100D Super Sabre wheel wells/undercarriage	Tru	£11.75
32186	F-100D Super Sabre slats	Tru	£11.75
32193	F-100D Super Sabre air brake	Tru	£11.75
32599	F-100D Super Sabre placards self adh.	Tru	£10.50
32607	F-100D Super Sabre int	Tru	£14.95
32612	F-100D Super Sabre seat	Tru	£13.50

1/48TH ETCH

48575	La-5 FN landing flaps	Zve	£8.75
48577	A-10 T/bolt II gun bay	Hob Boss	£11.75
48579	Fw 190A landing flaps	Has	£10.50
49400	Ju 188E self adh	Dra	£14.95

1/72ND ETCH

72477	F-105D T/chief ext	Tru	£13.50
73294	Ju88C-6 int self adhesive	Has	£13.50
73296	P-61A/B Black Widow int s/adhe	Dra	£13.50
73300	F-105D T/chief self adh	Tru	£11.75

1/48TH ZOOM

FE397	Fw 190A-8 Weekend	Edu	£4.75
FE399	YAK-3 Weekend	Edu	£4.75
FE400	Ju 188E interior self adhesive	Dra	£4.75

1/72ND ZOOM

SS288	He 177 Greif s/ad	Rev	£3.50
SS296	P-61A/B Black Widow int s/adhesive	Dra	£3.50
SS 300	F-105D T/chief int self adh	Tru	£3.50

1/72ND MASK

CX203	A-20G Havoc	MPM	£3.50
CX205	Buffalo Model 339	Spec Hobby	£2.50
CX208	Beaufort Mk Ia	Spec Hobby	£3.50
CX209	AGM2 Zero	Fine	£2.00

1/48TH MASK

EX234	Gannet	Cias	£3.50
EX239	Mirage III W/end	Edu	£3.50
EX240	Fi 156C Storch	Tam	£4.75
EX241	F-14A Bombar	Aca	£4.75
EX242	Ki-45 Kai Toryu	Has	£3.50
EX243	Potez 63-11	Azur	£4.75

1/32ND MASK

JX072	Spitfire Mk Vb	Has	£3.50
JX073	P-39 Airacobra	Spec Hob	£3.50
JX074	SBD-4/5 Dauntless	Tru	£5.50

KITS

1130	Fairley Fulmar Mk.II	MPM	£23.99
8221	F6F-3 Hellcat	Edu	£17.50
7503	RF4C Crew 1917	Edu	£7.50

DECALS

AV48016	Ki-45 Toryu - Nick		£7.50
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BIG SETS

BIG3260	Ki-61 I HEI HIEN	HAS	£32.50
BIG4890	MH-60G PAVE HAWK	ITA	£22.75
BIG7237	JU 88C-6	HAS	£19.50
BIG7238	GANNET.Mk.2	TRU	£21.50

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FP013	Fairey Fulmar	£12.00
FP014	Westland Whirlwind	£12.00
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FP016	Westland Wyvern	£12.50
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	Farmer B&D	£15.00
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FP023	Fairey Gannet AS.184	£16.50
FP024	MIG-21F/U Fishbed	
	B&C/Mongol A	£TBA
FPMG02	Spitfire 22/24	£12.50

New and recent items

Aires

1/32ND

2056	F-16C Fighting Falcon wheel bay	£12.75	ACA
2057	A-7D Corsair II cockpit set	£16.75	TRU
2058	A-7E Corsair II electronic bay	£7.25	TRU
2059	A-7D corsair II electronic bay	£7.25	TRU
2060	F-15C Eagle (early version) cockpit set	TBA	TAM
2061	Spitfire Mk. V cockpit set	£10.99	HAS

1/48TH

4325	TF-104G cockpit set	£12.75	HAS
4326	He 162 wheels + paint mask	£4.50	
4330	Harrier GR Mk. 7 cockpit set	TBA	
4331	Spitfire F Mk. 22/24 cockpit set	£7.25	AIR
4332	IL-2 wheels + paint mask	£4.50	X
4333	F-14D Tomcat cockpit set	£12.75	HAS
4334	Spitfire F Mk.24 cockpit set	£7.25	AIR
4335	Hispano 20mm cannons w/flame damper	£4.50	X

1/72ND

7161	JAS-39A/B Gripen exhaust nozzle - opened	£4.50	ITA
7162	Ju 88 wheels + paint mask	£2.25	HAS
7163	F-14A Tomcat cockpit set	£7.25	HAS
7165	JAS-39C Gripen exhaust nozzle - closed	£4.50	ITA
7166	JAS-39C Gripen exhaust nozzle - opened	£4.50	ITA

QUICKBOOST 1/48TH

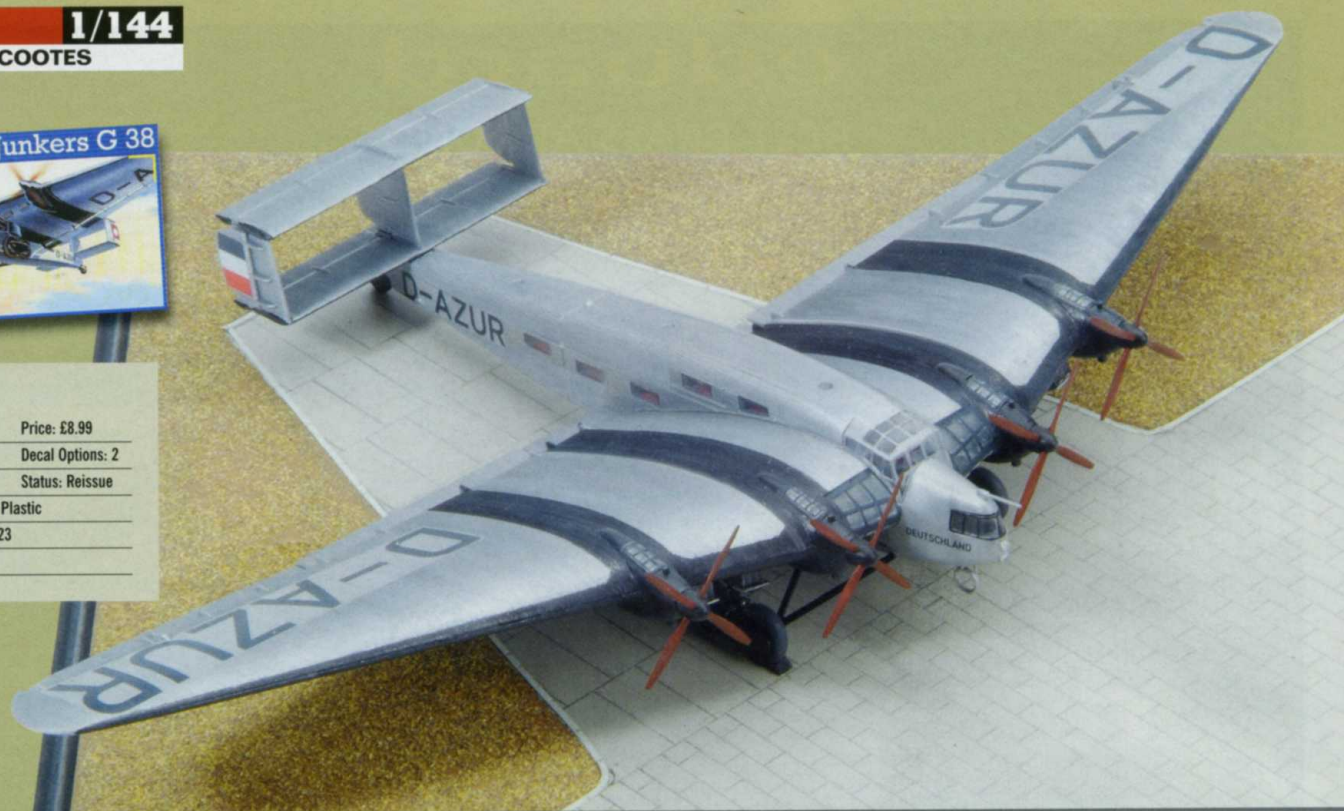
Q84085	BI 109E exhaust	£3.00	TAM
Q84086	P-47D undercarriage covers	£4.15	HAS
Q84087	BI 109G tropical filter	£3.00	HAS
Q84088	Fairey Swordfish Mk. I exhaust	£3.00	TAM
Q84089	Spitfire 409I fuel tank	£4.15	HAS
Q84091	YAK-1 exhaust	£3.00	ACC/EDU
Q84092	P-39Q/N exhaust	£3.00	HAS

QUICKBOOST 1/72ND

Q82075	Ju 87D exhaust	£2.50	ITA
Q82076	BI 109G-6 propeller	£3.00	HAS
Q82077	Fw 190A-8 propeller large type	£3.00	HAS
Q82078	F4F-3 wildcat wing conversion	£5.50	HAS
Q82080	P-51A exhaust	£2.50	ACA
Q82081	P-61A Black Widow engines	£4.15	DRA



Junkers G38
Scale: 1/144 Price: £8.99
Kit No: 04053 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 23
Manufacturer: Revell



Milton's Schemes

Part Three: Revell's 1/144 Junkers G38

by Tim Upton-Smith

The Junkers G38 was the largest land based aircraft of its time. The first prototype took to the air in November 1929 and the aircraft used the Junkers deep wing design with an aluminium frame covered in a corrugated dural skin. The wings were so deep that passengers were seated in the leading edge and mechanics could stop and service any one of the four engines whilst the plane was in flight.

Two G38s were built in Germany, originally conceived as experimental aircraft, but they soon began to be used for transport and before long for passengers. The first prototype established multiple world records for speed and endurance with a five-ton

cargo, and following several modifications went on to enter service with *Deutsche Luft Hansa Aktiengesellschaft* in 1931, registered as D-2000, later D-AZUR. Due to its success the company – known as Lufthansa from 1933 – ordered a second prototype which improved on the first, registered as D-2500, later D-APIS. Both aircraft received more powerful engines in 1935, but unfortunately D-AZUR was written off in an accident in 1936.

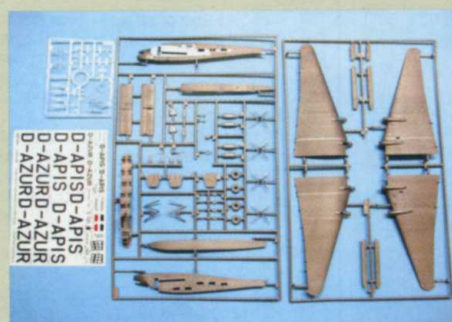
The second G38 continued in service with Lufthansa until the outbreak of the Second World War when it was taken over by the Luftwaffe and used for military transport. This plane was destroyed by allied bombing at Athens during May 1941.

Six further bomber versions of the

G38 were built under licence in Japan as Mitsubishi Type 92's (Ki-20). Of the eight G38's and its derivatives built, only a spare propeller blade is known to have survived, which is preserved in the Junkers Museum at Dessau in Germany.

The Kit

The Revell kit of this revolutionary design is not a new one, having first been released back in 1996, making the kit 12 years old. A comparison with some manufacturers' output of 12 years ago is revealing – the moulding here is way ahead of its time. I thought the corrugations on the Revell Junkers F.13 in 1/72 scale were fine, but the ones on this in the smaller scale have to be seen to be believed!



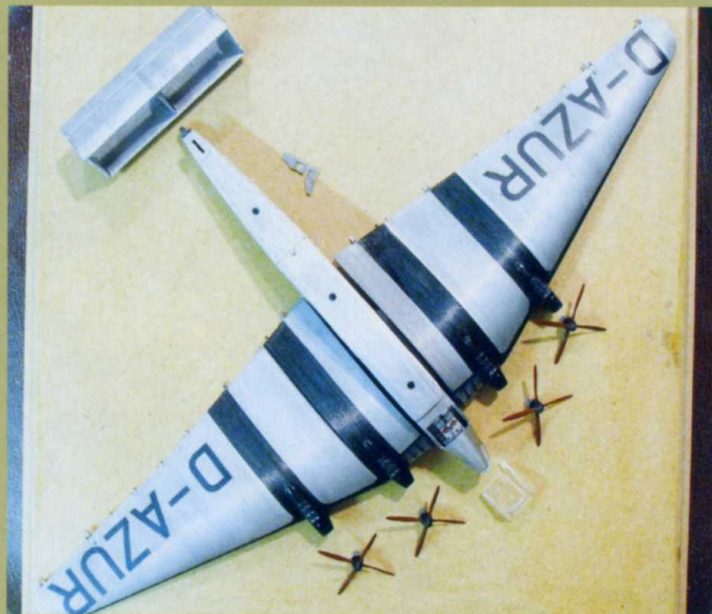
The kit parts and decal sheet as supplied



The kit's age and pedigree clearly revealed



The strange and complex geometry of the type revealed. Certainly an unusual aircraft

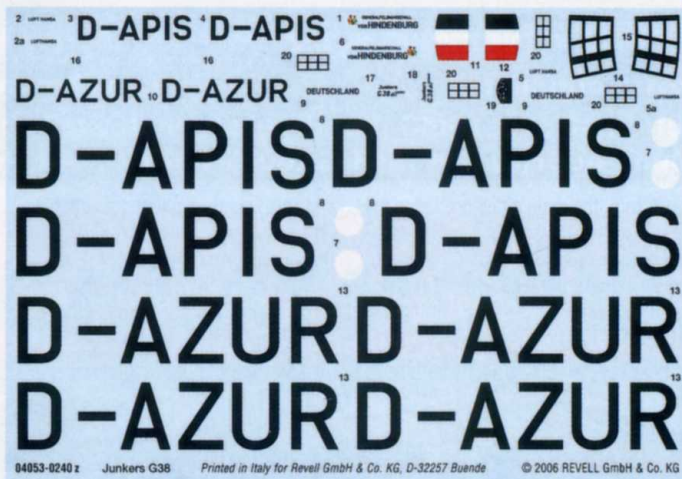


Trying the base for size

The kit is on three sprues, two silver-grey with the airframe pieces, and a small clear sprue with the glazing. The instructions are presented in an A4 booklet which includes a parts distribution layout, and the construction of the model is split over 19 clear and logical stages, although I did diverge from time to time.

Construction starts with adding the side windows to the fuselage. I did not use the kit parts as I elected to use a product called GS Hypo cement, kindly supplied by Paul at Little-cars.com, which dries into a clear film, which was done after the model had been painted.

The floor and seats of the main passenger and crew compartment are moulded as one piece, which involved some fine brushwork to paint correctly, although very little can be seen of the interior. I decided, before I glued the fuselage together, that I would cut open the pair of passenger doors at the rear of the fuselage, and with this in mind Revell have deeply scored these on the inside. I bought some N gauge figures to



sit in the interior, but due to time constraints only one passenger has thus far boarded for flight and a few are standing around waiting.

Once the two sides of the fuselage were together, trapping the interior, it was time to add the separate top and bottom sections which fitted very well,

with only a small amount of typewriter correction fluid needed. At this stage I painted the fuselage. For the exterior of the model I used Revell acrylic aluminium and Games Workshop acrylic for the black.

I assembled the biplane tail at this point, as the instructions suggest, but

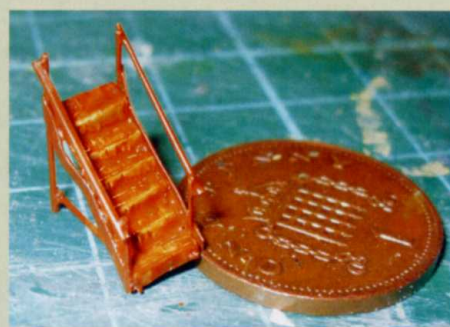
did not fit it, preferring to paint and decal this as a separate sub-assembly.

The wings follow next and great care is needed here to remove these from the sprues as the attachment points are on the leading edge, making it very tricky to clean them up without damaging the extremely fine corrugations. It is at this stage that the three seats set into the leading edges of both wings are added. The view from these must have been amazing, if not a little nerve racking due to the proximity of the inboard engines and propellers. The wings fit together very well, although care is needed to get the two halves neatly lined up to minimise the cleaning up of the leading edge.

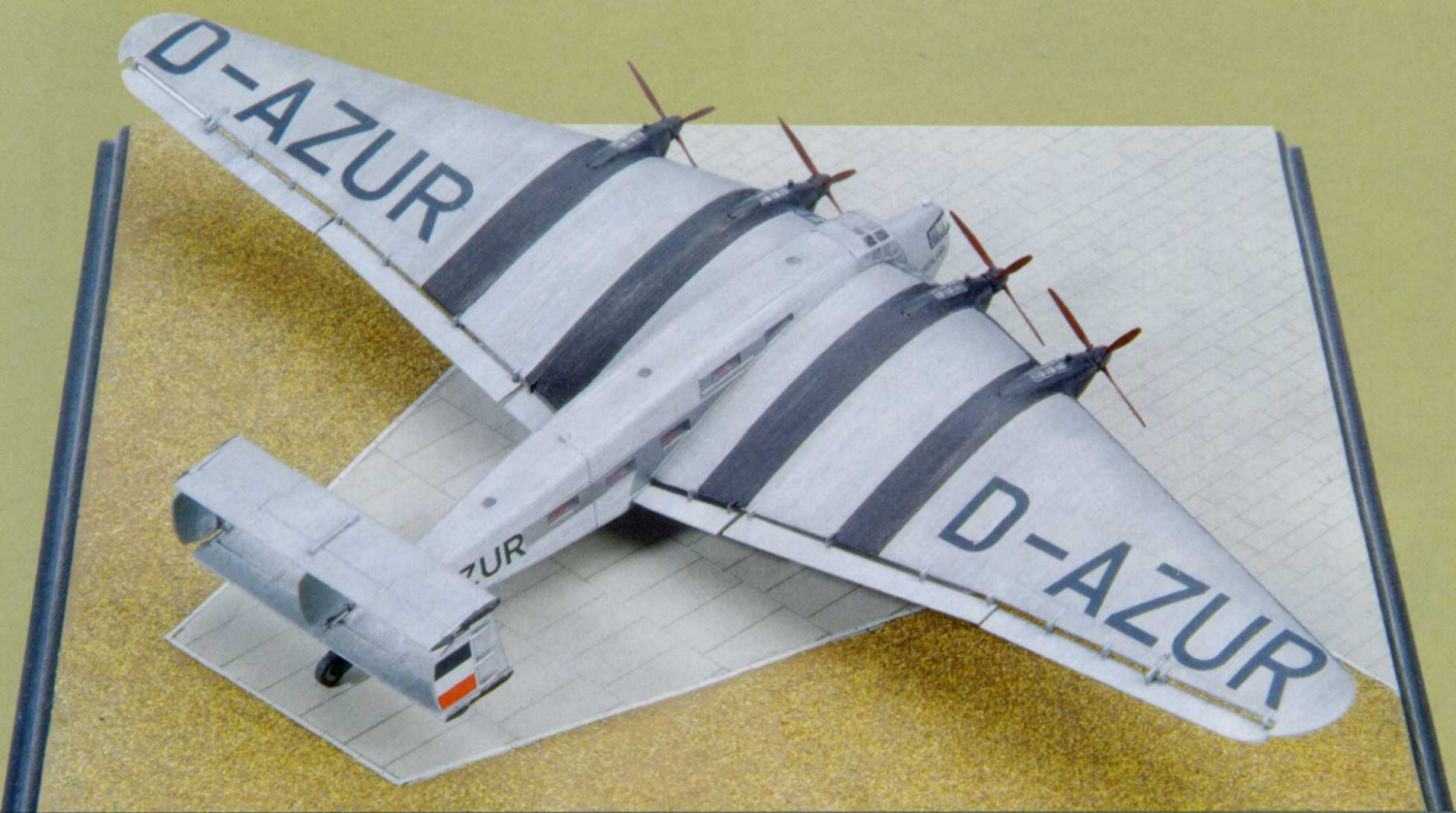
The wings, bar the transparencies, were painted and decaled as sub-assemblies. The black wing markings were easy enough to mask and paint where they ran parallel to the corrugations but when it came to masking and painting the leading edge black I did get some bleeding along the corrugations, which needed to be touched up with the aluminium paint.



Test fitting the interior



Construction of the tiny boarding steps almost completed



After the wings had been painted the transparencies were added, along with the frames, which are provided as decals. These settled down very well, after a liberal dose of Micro Sol.

When I was given this model to build at club night I was told I would need some super strength decal softener to get the decals to settle into the corrugations. A colleague, who heard me being told this, suggested that all I needed was a cloth and some very hot water. He told me to get some freshly boiled water and once the decal was in position to carefully dip a cloth into this and then press it down onto the surface. I tried this tentatively on the bottom of the wing first and it worked very well, so I used the technique for the rest of the model and I can wholeheartedly recommend it to anybody building this or any other corrugated Junkers design.

Once the wings were finished all of the pre-painted and decaled sub-assemblies were brought together and the fit was excellent with no filler needed whatsoever. The undercarriage was assembled next, and I was anticipating problems for this part of the build as the photo of the finished model on the instruction sheet shows it sitting with its tailwheel in the air, and I seem to remember from reading a review back in 1996 that there was a problem with this part of the kit. My fears were groundless as the undercarriage went together really well and all of the wheels touched the ground as they should.

All that was left to do after a coat of matt varnish was to add the pre-painted propellers, the aerals and the landing lights and the model was finished. The matt varnish gave a slightly uneven finish to the model in terms of the shine, which to my eye at least, seems to

capture the tonal variations of finish seen in pictures of the real thing.

Colour Schemes

There are two schemes offered on the instructions, which are essentially the same being all-over aluminium with black trim, the main difference being the prominent registration letters. Both of the schemes provided are for the later incarnations of the G38 when it was in Lufthansa service.

The first example is given as, D-AZUR, of Luft Hansa in 1935, the

The Base

I felt that as I had opened up the doors I needed to place the model on a base. Luckily I had one spare that fitted the bill. I scaled the pattern of the dispersal area from a photo in *The Colour Encyclopaedia of Incredible Aircraft* and this was then painted a suitable grey colour to represent concrete and the grassed areas were painted an earth colour.

Once this was dry I used a sharp pencil and ruler to draw the pattern of concrete slabs as seen in the photo,



The painted and decaled subassemblies ready for the final stages

second is for G38, D-APIS, of Lufthansa, 1936. According to Lufthansa's website the name changed in 1933, but as Revell are a German company one assumes they know best? I chose the first example, D-AZUR, as there was an option of using a blue white and red flag design on one of the rudders, with the swastika on the other. That said, I used the flag design on both sides, which got around the swastika issue as none are supplied in the kit. I know it's not strictly accurate, but I am happy with it.

while the grassed area was given a coat of watered down PVA glue onto which I sprinkled some model railway flock grass. I then rubbed my finger over the pencil, slightly smudging it to give the grey some variation. My wife on seeing the base, suggested that the kerbs I had drawn on should perhaps be raised slightly so I glued on thin strips of grey paper to represent these.

I scratchbuilt a set of boarding steps for the model, using the above mentioned photo as a reference. These

were made from a strip of lead foil from a wine bottle, folded into shape using tweezers to form the steps (six as per the photo), while for the frame I used stretched sprue with paper strips on either side with a coat of brown paint to finish them off. The steps, more by luck than judgment, fitted between the open doors a treat.

A pair of chocks were made from sprue, which I filed into a triangular profile and cut to suitable lengths. As only two chocks were shown in my reference photo I made only two and glued them to the base, one in front of one set of wheels and one behind the other set.

Conclusion

When the idea was raised that as a club we would make a series of airline models for the magazine I was initially skeptical, as white glossy finishes really are not my thing, but when it was mentioned that Revell were providing some of the kits for the articles I asked if I could build this one as it is one of the earliest aircraft to feature in this series, and of late products from the Junkers stable have featured in my built or to-build pile.

This model, despite its age, is an absolute dream to build. It went together with no fuss and virtually no filler. Painting the black leading edges was a bit tricky and the loop aerial is a bit over scale, but these are very minor issues when you look at the finished model of this fantastic yet rather strange looking plane. All I need now is an Airfix Handley Page HP 42 to sit next to it....

SAMI



La-5FN
Scale: 1/48 Kit No: 4801
Price: £8.99 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 126, Clear 10
Manufacturer: Zvezda
UK Importer: The Hobby Company



The kit instructions are clear and precise, with well-illustrated assembly diagrams

Guard's Fighter

Zvezda's La-5FN

One hundred and forty three parts go to make up Zvezda's first 1/48 kit, of which all but ten are moulded in a light grey plastic. As you may expect, panel lines are recessed, with raised detail where needed, such as the cockpit, engine and undercarriage assemblies. The remaining ten parts are the clear items, and here the quality is to the same high standard, with the framing being raised and accurate.

The instruction sheet comes in an A4 format of six pages, which include a history, parts layout, a clear and precise assembly guide composed of thirteen main sections. The last page is devoted to the decal and painting options for three aircraft.

Construction

For a change Zvezda don't start with the cockpit, but, six sub-assemblies,

covering the preliminary stages of the internal framing and cockpit as well as the major parts of the Shvetov Ash-82FN engine, which is reasonably detailed. The first two main assembly sections deal with the wing, and this is made up from thirteen parts, including those for the wheel bays. I did have some problems with the fit of the left hand upper inner panel (#C3), but this was soon overcome.

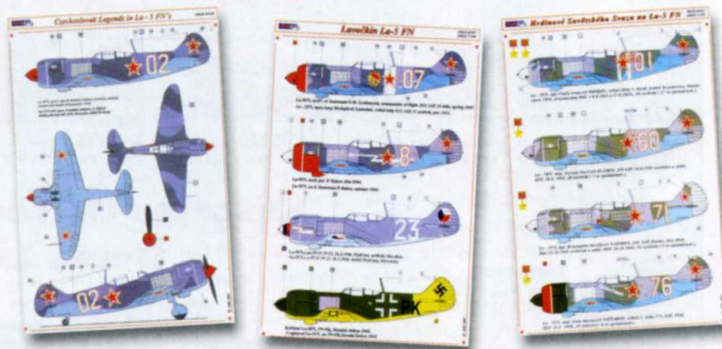
The third part of the build deals with the engine mountings, followed by the completion of the engine. Here the only problem I had was the need to shorten one of the exhaust pipes (#E10) to fit correctly. Four sub-assemblies follow, covering the decking behind the pilot, the fully detailed four-part tailwheel assembly, the gunsight and some fitments on the left hand inner fuselage (#C2).

The next stage sees the completion of the highly detailed fuselage interior, and at this point I noticed an oddity in the instructions. The paint call-out, which is for the Model Master range, indicates the colour of the interior, wheel bays and even the exterior is painted in 'Steel #1780,' which is obviously wrong and some common sense it needed. I would suggest a Light Grey would be more appropriate. Whilst building the cockpit I made one addition, not supplied with the kit, which was the fitting of some seat belts (I actually used the oversized etched items from the 1/72nd RS Do.17), and this required the cutting out of a slot on the seat back.

Once the framing and cockpit is completed it is fitted to the wing. Section ten sees the fuselage halves added, as well as the separate ailerons and leading edge slats. Here I found it



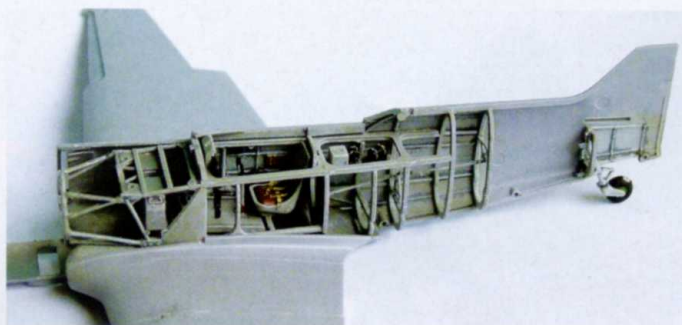
As luck would have it a number of aftermarket decal sheets have already appeared with a more adventurous choice of markings



AML have entered into the spirit of things with at least three sets so far, and very good they are too



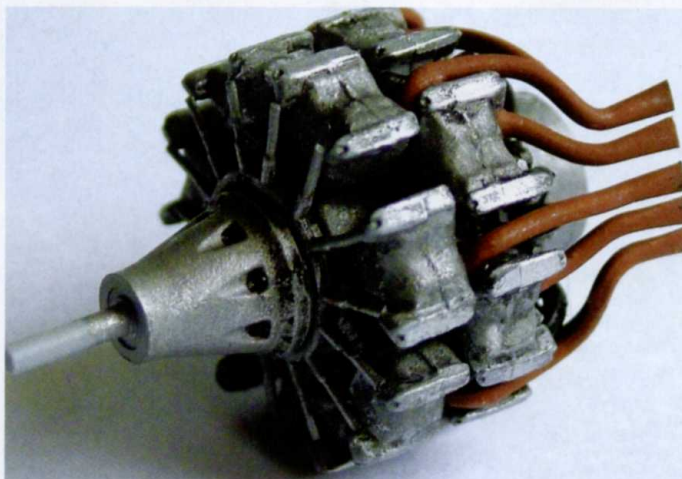
The complete main framing, with cockpit, fits onto the wing assembly. The level of detail is impressive – injected kits have come a very long way in recent years!



The fuselage halves are soon added, the fit is excellent here, with yet more detail added



The engine mounts and upper gun bay are well represented



The Shvetsov Ash-82FN engine comes up very well with painting



The nicely printed decal sheet provided in the kit is somewhat conservative in it's scope of colour options

necessary to trim down the left edge of the inner longitudinal frame member (#A9) to allow the fuselage halves to fit snugly together.

The armament is next, dealt with by the instructions in its own sub-section. This consists of a pair of detailed 20mm cannon, which are fitted to the fuselage in front of the pilot (in a similar manner to the Fw 190) along with the tailplanes, the three-part canopy, which has an alternate rear section to allow the canopy to be shown open, and the nose ring (#C6). There is a lip on the front of the lower fuselage, where the nose ring fits, and this needed to be cut down to allow the engine to fit centrally, thus enabling the intake louvres (#A19) to do the same. At this stage Zvezda give you the choice of open or closed engine and gun inspection covers. According to the instructions if you fit the gun cover (#C9) you can't fit the guns, however

close inspection of part (#C9) reveals cutouts each side so you can show one or two of the guns and keep some of the cover. This enables you to display the model with one side closed and the other open, as I have.

The last but one section covers the main undercarriage, a simple, yet detailed, affair of five parts each side,

which go together with ease and slot into the mounting point in the wheel bay in the same manner. Last of all the spinner, prop, intake louvres and aerial mast are added to finish off the building process.

Colour Options

Zvezda give a choice of three aircraft - White 01 of Capt. Vitalii Ivanovich Popkov, 5th GIAP (Guards Fighter Aviation Regiment) late 1944, White 68 of Snr Lt Gerorgii Baevskii, 5th GIAP (the instruction say the 1st GIAP but my references suggest otherwise and I see no reason to disagree) Ukraine late 1943, and White 25 of the 19th IAP

(renamed 176 GIAP in August 1944 when re-equipped with the La-7). All aircraft come in the standard finish of the time, this being a Light / Dark Grey upper surface with Light Blue underside. Trimming for the first two is White, with the third being in Red and White. The decals are well printed, with a good register, and though some of the carrier film had yellowed, they adhered to the surfaces without any problems.

I chose the second option, G Baevskii's White 68. All paint was from the Humbrol range of enamels, and I opted for Steel Grey (#87) and Sea Grey (#27) for the upper camouflage and





Eduard have released a mask set as well as a number of etched sheets to complement Zvezda's kit



Goffy Model make a resin Ash-82FN engine, though it's for the La-7, it looks to be adaptable for the La-5FN

Aircraft Blue (#65) for the underside with a coat of gloss Polly added to aid decal adhesion. Once they were dry the whole kit was given a spray of the excellent Mr Hobby Flat Coat (#H20).

Conclusion

Zvezda's Lavochkin La-5FN has been eagerly anticipated by modellers with an interest in Soviet aviation from World War Two, as apart from the old HobbyCraft Kit I don't believe there has been an La-5 from a major

manufacturer. Now it has arrived, it has proved worth the wait. It was an absolute joy to build, the overall fit is first class, and the internal detail is quite stunning. If there is a down side I would pick out the unimaginative choice of aircraft for the decals, but considering the outstanding value the kit represents - £9.99 for all that plastic and detail - and allowing for the compromises made in the tooling to keep the cost down, I would say Zvezda have hit the spot.

There are already numerous after



The finished kit with some panels removed to show all that lovely detail to the world

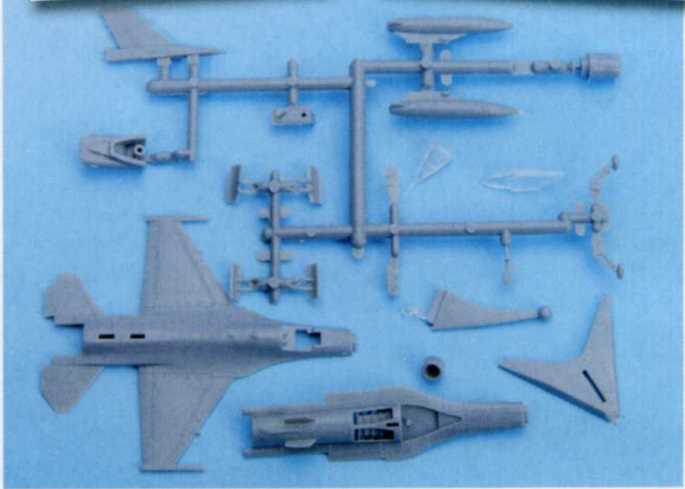
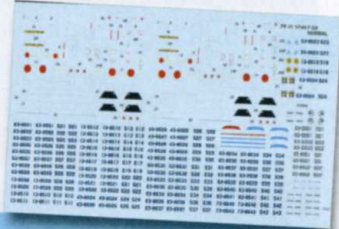
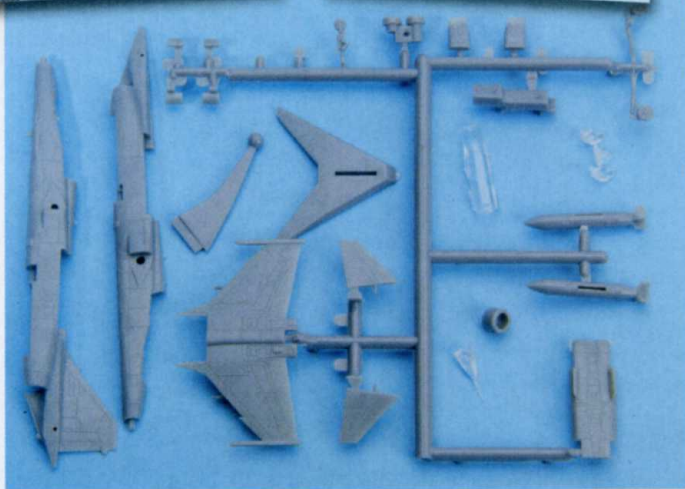
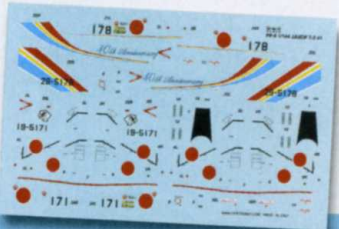
market parts available to upgrade the basic kit, including a range of etched sets and masks from Eduard, decals from AML and Avalon, and Goffy Model make a very nice resin Ash-82FN engine for the Gavia/Eduard La-7 which looks to

be adaptable for the FN. I hope the success of this kit will encourage Zvezda to release other versions of the La-5 and hopefully the La-9/11.

SAMI



Scaling Down Japan



The other side of Platz

Time and space seem to be at a premium in Japan, and pre-painted, ready made models in the smaller scales proliferate. While these are not themselves of interest to the majority of our readers, the reboxing by Platz and Sweet of some of the pre-painted kits as unpainted 'regular' products presents 1/144 enthusiasts with some interesting opportunities.

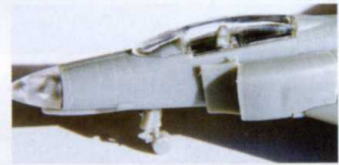
It has been suggested that 1/144 is in approximately the same place today as 1/72 was about ten years ago – there are a number of good kits, but an awful lot of old toolings that are long best their retirement date, while a number of very

popular and important types are either unkitted, or have been compromised by the ready availability of a number of indifferent products. To think that aircraft like the F-4 Phantom and the Spitfire have not yet been brought up to date is astonishing, but add to these the F-15, the F-16, and any amount of others and you will see why the downscalers are crying out for companies like Revell to continue releasing kits like their recent F-104, F-14 and GR.7.

A number of interesting types in JASDF markings are available from Platz as double kits. These include the F-4J, the F-2A, the Mitsubishi F-1, and the F-104J, as well as a superb weapons

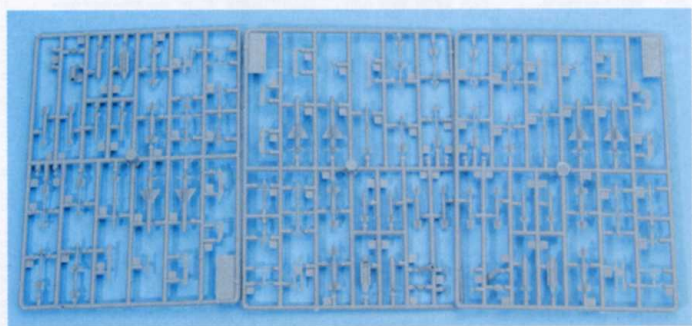
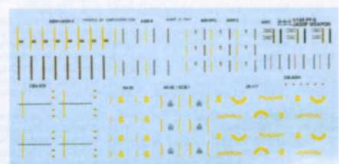
set catering for current Japanese types. Platz kits seem to come in two styles – there are the state-of-the-art new toolings – such as the superb little Fw 190D, which are similar to Sweet kits in almost every respect – then there are the repackaged F-Toys kits, which although designed as snap-together products are really worth a closer look.

Detail is recessed, and finely done. Cockpits are simple, and will need detail, but are spared the dreadful moulded pilot figures that put so many



The F-4J simply snapped together – the potential for the kit is evident

Set, which includes probably the only CBL-200 carriers anywhere – with separate practice bombs to add to them! This highly detailed set can be instantly recommended to anyone modelling in 1/144.



modellers off the older Dragon kits. Radomes seem to be moulded in transparent plastic, which seems to allow for a sharper, finer, pitot probe, and any concessions made to the Gashapon market are easily overcome in this scale. This allows the modeller either to amass a superb collection of JASDF aircraft, using the beautifully printed, and highly colourful, decal sheets provided, or in the case of the Phantom at least, to cross-kit and make their own chosen variants of an important and overlooked aircraft.

Of particular interest to modellers outside Japan will be the Weapons

Although there is no UK distributor at present, HobbyLink Japan market the complete range, and while it can only be a matter of time before Revell treat us all to a new F-4 tooled to their current high standards (and at their current modest prices), until then perhaps Platz can lend a helping hand?

SAMI



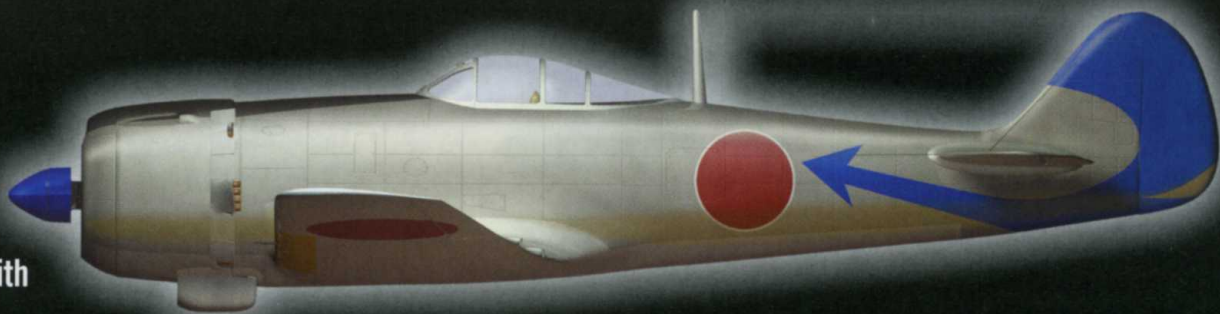
Modellers Profile

No 9

Nakajima Ki-84

in association with

HobbyLink
Japan



One of the most attractive schemes for the Ki-84 appears on the boxart of Hasegawa's 1/72 kit. The combination of medium blue tail markings and spinner, red hinomaru, and yellow leading edges appear complimentary on the bare metal airframe. This is a scheme that could easily be achieved with careful masking and generic national markings. The aircraft depicted is from the HQ Flight of 29th Sentai

Gale Force

Nakajima Ki-84

by Jack Trent

Well armed, fast, and more than capable of looking after itself, Nakajima's Ki-84 came too late and, hampered by production problems, shortage of manpower, and the havoc wrought by the US Airforce, was only in time to play a defensive role as the sun set on the Japanese Empire.

The rolling success of the Japanese drive across the Pacific and Indian Oceans owed as much to surprise and lack of preparation on the part of their opponents as to the quality of their own equipment. Just as the Germans, in 1939 and 1940, made superlative use of average machines, so the Imperial Japanese Army Air Force was able to make best use of its Oscars against unproven British and American fighter designs. As early as 1941, however, the Ki-43's successor was on the cards, and by 1943, when the first prototype of the Ki-84 left the ground, it was desperately needed.

Early Japanese fighter design was characterised by a low level of protection for pilot and fuel tanks. The new design required of Nakajima called for better armour, more powerful forward-firing armament and a Nakajima Ha-45 (Army Type 4) radial engine rated at 1,900 hp (1.417 kW), a maximum level speed of 423 mph, and a combat endurance of 1 hour 30 minutes at a radius of 249 miles from base.

The aircraft was of light alloy semi-monocoque construction with metal-skinned fixed and fabric-covered control surfaces. It had a fully retractable tailwheel landing gear, which included wide-track main units retracting inward. Other features of the design were the twin exhausts under the lower rear edge of the cowl, and the provision for a centerline drop tank. To the layman it



has, with its three-piece teardrop canopy, the appearance of a slimmed down P-47, and is regarded by many as the most handsome of all the Japanese fighters.

Testing and trials was an exhaustive business, with no fewer than 83 pre-production aircraft ordered in the Summer of 1943, following the promising initial results from the two prototypes. Although the rated top speed was, ultimately, lower than initially requested, the overall performance and lack of teething troubles made the machine an immediately attractive prospect for the Air Force. Diving trials attained a maximum speed of 496 mph, and the maximum level speed obtained was 394 mph. Army test pilots at Tachikawa gave an enthusiastic thumbs up to the project.

Pre-production aircraft were hand-built, resulting in a number of differences between various aircraft – one more factor in the seemingly endless problems confronting those modellers of Japanese aircraft types striving for accuracy. The ongoing trials resulted in changes being made during construction of the batch, including modifications to the vertical tail surfaces, with the shape and size of the fin and rudder being changed in order to improve control on take-off after the aircraft suffered from propeller-induced torque, differences in the exhausts, and the addition of the centre line rack for the drop tank. Some aircraft were tested with longer span wings, and there are records of at least two aircraft evaluating retractable skis during the winter of 1943. A couple of dozen pre-production machines had

been completed by the end of 1943, from which a number were selected to form a trials squadron, thus despite deliveries being hampered by availability problems with the Ha-45 engine, the machine was entering service by the start of 1944.

Initial contacts with US fighters took place in the spring of 1944, when the US 14th Air Force encountered the new aircraft over China. Now christened *Hayate* (Gale) by the Japanese, it received the codename 'Frank' from the allies, and became immediately respected as an adversary. Combining all the formidable virtues of Japanese wartime aviation – speed, manoeuvrability, and the sometimes reckless determination of its pilots, with none of the vices – lack of armour protection being the foremost, the aircraft came as an unpleasant surprise. By late Spring the type was operating in the Philippines where ten Sentais did their best to maintain a defensive front against mounting odds. Although there was little the aircraft and their crews could do to prevent the inevitable, such was the impression made by the *Hayate* that further production facilities were opened to allow for a faster introduction into wider service.

Needless to say, as the massive raids by B-29s of the 20th Air Force began to take effect, production of the *Hayate* took a setback, and never achieved the levels hoped for by the Air Force. Continuing demands on manpower, and the increasing loss of skilled workers to the Empire's crumbling fronts also took their toll, and quality as well as quantity inevitably fell dramatically, in spite of

which the aircraft still remained the best fighter at the army's disposal right up until the end of hostilities. Final production exceeded 3200, and included a number of minor variations, and some experimental sub-types, most of which are poorly documented, and a number of which existed only on the drawing board, such as supercharged high-altitude interceptors, and bomber-destroyers with heavier armament.

Still, the *Hayate* was and is a handsome machine, with none of the seemingly odd proportions that disfigure so many successful aircraft in the name of performance and efficiency. It is a short story, with little to add or embellish what seems an uncharacteristically swift entry into service. The hand-to-mouth nature of the times in which it evolved should also be taken into account, and it is not unreasonable to suppose that with all the design changes made 'on the hoof' as it were, the hand-built pre-production aircraft, and the vast differences in quality control that would have been inevitable in the last months of the war, those modellers prone to counting rivets might need to ask themselves, in the case of the *Hayate*, not 'is my model accurate enough' but 'is it inaccurate enough.'

SAMI

General Characteristics

Wing span:	36ft 2in (11.24m)
Length:	32ft 6in (9.92m)
Height:	11ft 1in (3.38m)
Empty weight:	5.864 lb (2660 kg)
Loaded weight:	8.192 lb (3716 kg)
Maximum takeoff weight:	9.195 lb (4171 kg)
Maximum speed:	at sea level 325 mph (523 km/h)
Maximum speed:	at altitude 9840ft (3000m) 362 mph (582 km/h)
Service ceiling:	36,090ft (11000m)
Range (full internal fuel):	11640 ft (5000m) 1.025mls (1650km)
Armament:	2x13-mm Ho-103 machine guns with 350 rpg and 2x 20-mm Ho-5 cannon with 150rpg

Hayate – Nakajima's Ki-84 Type 4 Fighter

Forget it – it's a Frank." It is said that this comment was made frequently by USAAF personnel watching radar screens on Okinawa in the closing weeks of the Pacific war. It was customary to watch for a contact to appear and then to scramble P-51 Mustangs to intercept the enemy aircraft, but when the blip was moving so fast that it was inferred to be one of the advanced new Japanese Hayate fighters it would be assumed that the P-51 would not stand any chance of catching the intruder.

The Nakajima Ki-84 type 4 fighter came from a line of very successful designs that included the Type 97 Ki-27 (Nate), the Ki-44 *Shoki* (Tojo) and the Ki-43 *Hayabusa* (Oscar). All these aircraft were produced for the Japanese Army Air Force.

The Frank was powered by a massive 2000hp Ha-45 model 11, 18-cylinder two-row radial engine. The aircraft could match anything that the allies could put



big Frank comes in a strong box with a typical picture on the box lid. Inside the box all of the plastic parts are packed in individual bags to protect the contents. The detail is typical Hasegawa, with

Construction

The cockpit was assembled as per the instructions. The only detail I added was some wire running along the floor and to the sides of the cockpit sidewalls to represent control cabling. Once all was complete it was first sprayed with Aeromaster's Interior Green, and after this was dry I used some Raw Umber oil paint (heavily thinned), to wash into the nooks and crannies. I then took some of the interior green, added a little white, then dry brushed it around the cockpit to highlight the detail.

The instrument panel features raised detail and is quite good as it only needs careful painting to bring it to life.

Hasegawa provide a decal for the instruments. I normally use an etched part or careful painting, but this time I used the decal and I

found that it worked very well. The pilot's seat was also quite good and it just needed seat belts from Eduard. The whole assembly was now sandwiched between the fuselage halves.

The wings come next, and there is a wing spar to be fitted that ensures the correct wing dihedral. The wings, tailplanes and rudder were now mated to the fuselage and all the undercarriage units were assembled and put aside for



Nakajima Ki-84 Type 4

Scale: 1/32 Kit No: #ST24

Price: £24.99

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International

Available Worldwide from www.hlj.com

painting later on.

The next part of construction was that massive engine. First up were the two rows of cylinders, which were first painted in Alcad 11 Aluminium, then had a little Tamiya Flat Black, heavily thinned, applied to the engine blocks. I then dry brushed the blocks with Silver to highlight all the detail. Before fixing part Q23 (the wiring harness ring) I drilled out each part of the ring that would require an ignition cable. This may sound like hard work, but with the right drill and a little patience it was done in no time at all. The wiring was then put in place and the rest of the engine was constructed exactly as the instruction sheet. The engine was then put aside for fitting later on, as was the cowl and flap assembly once constructed.

Colours and markings

The whole model was now sprayed in Halford's Grey Primer. Having checked for any flaws I then sprayed thinned Tamiya Flat Black to all the panel lines. When the Black paint was dry I sprayed the underneath of the aircraft with Aeromaster Japanese Army Light Grey. This was done with a very thin paint mix, in order not to hide the dark panel lines.

up and in many cases it was better. When the war was over, examples of the Hayate were taken to the US for exhaustive testing and it was established by experts that it was the best Japanese fighter of the war.

As you would expect, Hasegawa's

nicely recessed panel lines and good quality moulding throughout. The parts come on 9 sprues with one clear.

The instructions are well laid out and easy to follow, but one minor problem for many modellers will be the Hasegawa colour guide. This quotes Mr Hobby colours, so you will have to check your own references to get a suitable match off the shelf. Markings are provided for three aircraft, all in the Japanese Army Green and Grey.





When this was dry I masked up the bottom and sprayed the top half with silver to the areas that were to have some paint chipping. I then sprayed thinned Aeromaster Nakajima Navy Green, and once the paint was on, I left it for about an hour. I then got some very small pieces of tape and gently applied it in small areas, pushing it down then pulling it off. This way you can lift off some paint and show the silver underneath. Smaller areas were done with a tooth pick and a sharp Scalpel blade. I now left this to dry fully.

To wind up I sprayed the drop tanks Yellow, the propeller Light Green and the propeller hub in Red. For the front of the wings I used Polly Scale Japan Deep

Yellow. The undercarriage wheel bay and doors were sprayed in Aeromaster Nakajima interior Grey Green, and the undercarriage legs were painted Flat Aluminium and the wheels Tyre Black.

With this boxing Hasegawa provide you with markings for three aircraft:

- 1) 47th Regiment 3rd Squadron Narimasu Airfield Feb. 1945.
- 2) 51st Flight Regiment Shimodate Airfield Feb. 1945.
- 3) 101st Flight Regiment Fujieda Airbase 1945.

All are very interesting markings, but I chose instead to use Avi Print sheet number 32-003, selecting a Frank from

the 57th *Shinbu-tai*, Ibaragi prefecture. 17th May 1945. This has a splendid Yellow bird holding a bomb flying down the side of the fuselage.

I first sprayed the model with a good coat of Johnson Clear and then applied the markings, which I have to say went on perfectly with no problems whatsoever.

After a good twenty-four hours drying

Conclusion

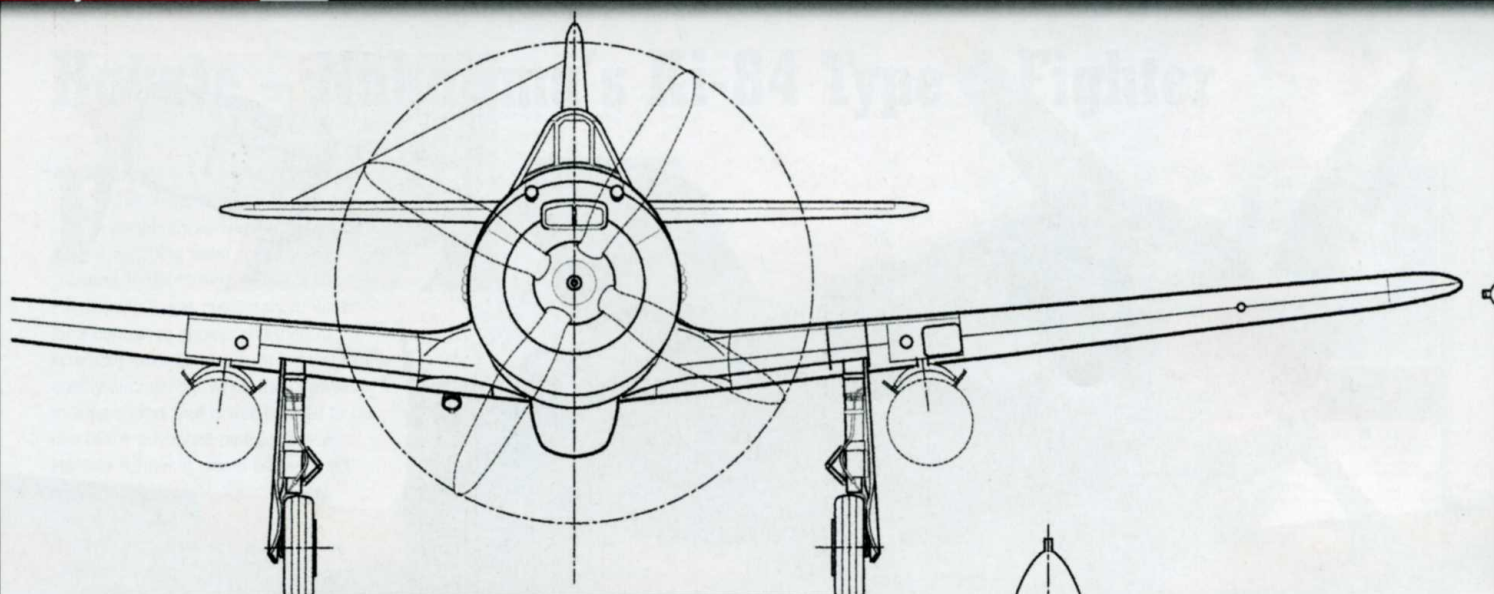
When I first saw this aircraft it was in profile. I thought then what a great looking specimen it was - big and mean at the front and tapering down to the thin tail, almost like an arrow.



time I weathered the model with thinned Raw umber paint in some of the panel lines, and once I was happy I sprayed a coat of Polly Scale flat varnish to seal everything in. The drop tanks did not receive any sort of weathering as they were only used on the one mission. The last thing I did was to apply some exhaust staining with pastels: brown, black and a little grey.

I have to say I enjoyed this kit very much. It has no vices and goes together without a fight. This is the type of model that a slightly inexperienced modeller should have a go at. It would really raise their game. For the more experienced modeller, it's a great aircraft for technique and weathering skills and makes up into a fine looking model too.
By Garry Prettyman

SAMI



FRONT VIEW

pilot head
on Port Wing

PLAN VIEW

Introduced April 1943, the
regarded by the Allies as
Japanese WW II fighters

A - A

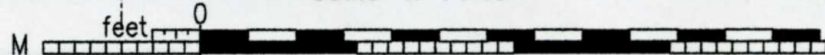
B - B

C - C

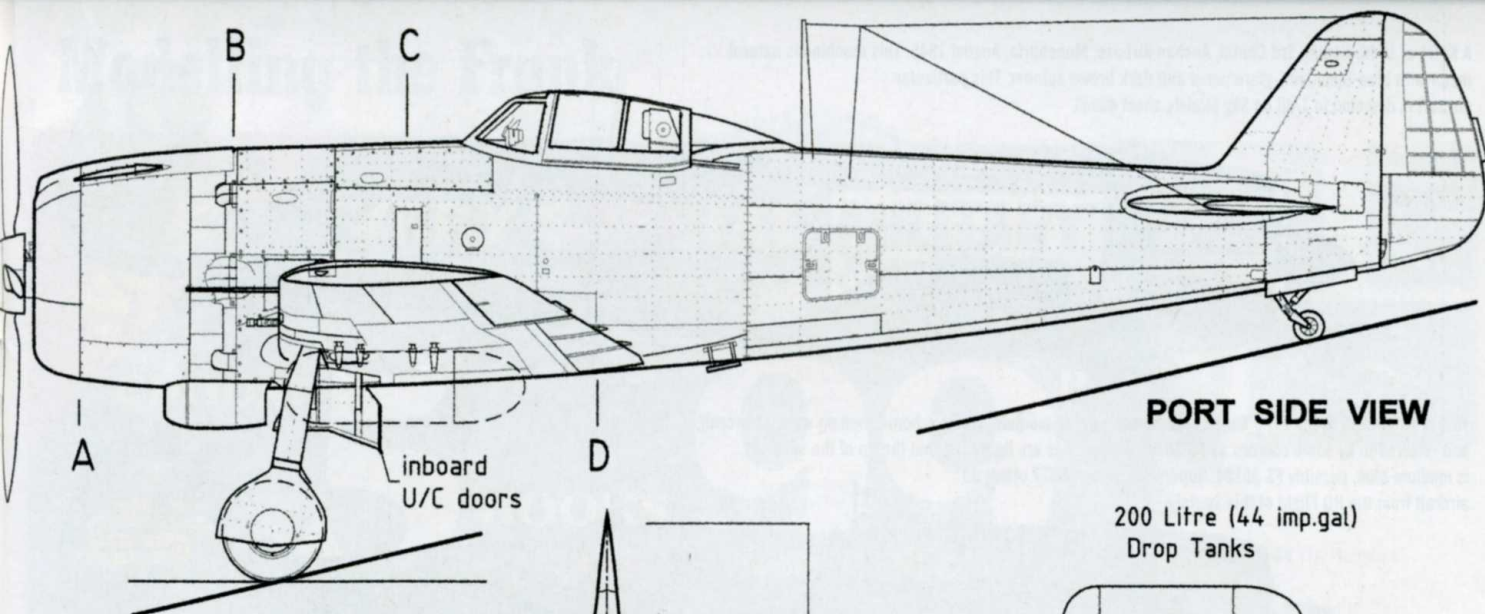
D - D

FUSELAGE
SECTIONS

Scale :: 1 : 48

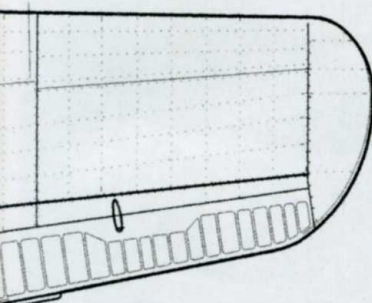


Powerpl
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rated
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& two
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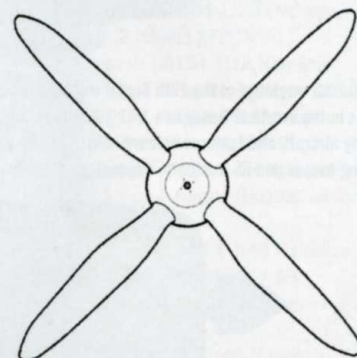
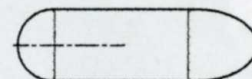


PORT SIDE VIEW

Hayate (Gale) was
the best of the



200 Litre (44 imp.gal)
Drop Tanks

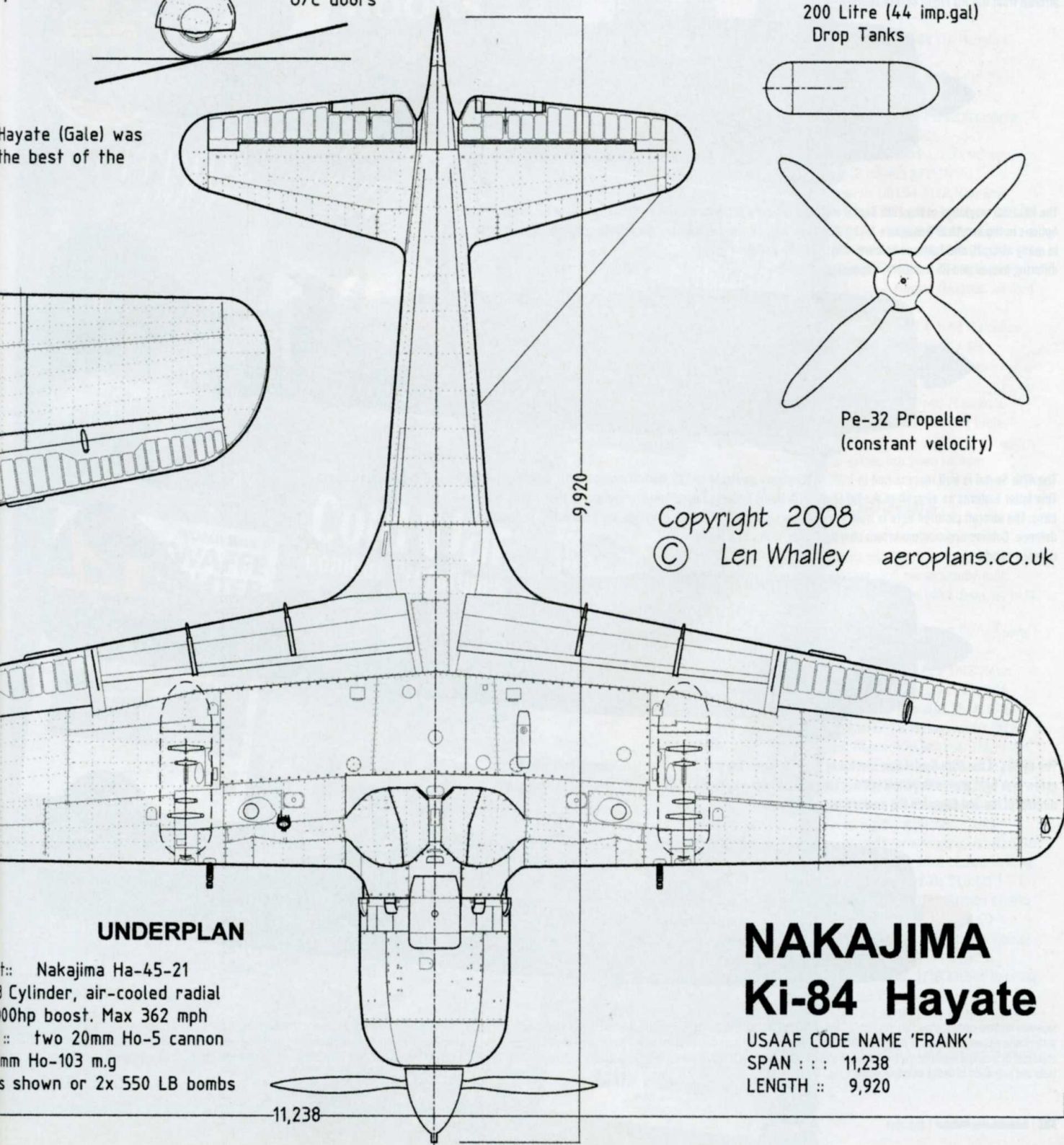


Pe-32 Propeller
(constant velocity)

9,920

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UNDERPLAN

Model: Nakajima Ha-45-21
Engine: 14 Cylinder, air-cooled radial
Power: 2000hp boost. Max 362 mph
Armament: two 20mm Ho-5 cannon
Weight: 2000mm Ho-103 m.g
Load: as shown or 2x 550 LB bombs

11,238

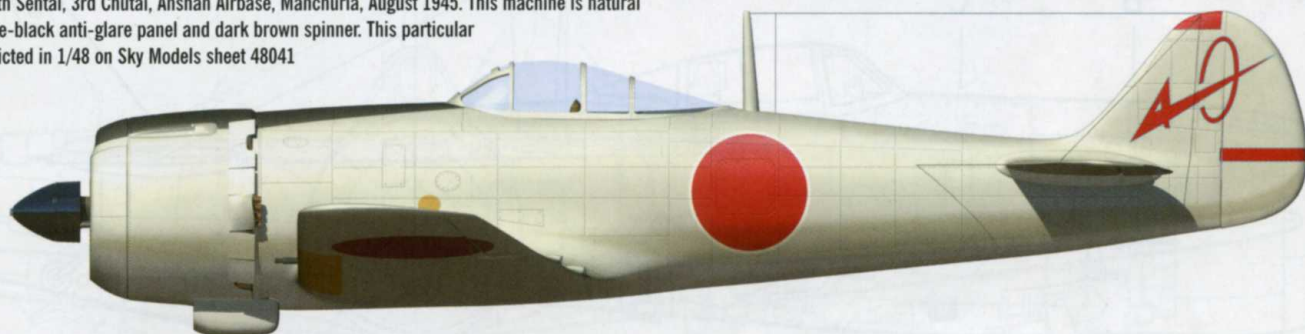
NAKAJIMA Ki-84 Hayate

USAAF CODE NAME 'FRANK'

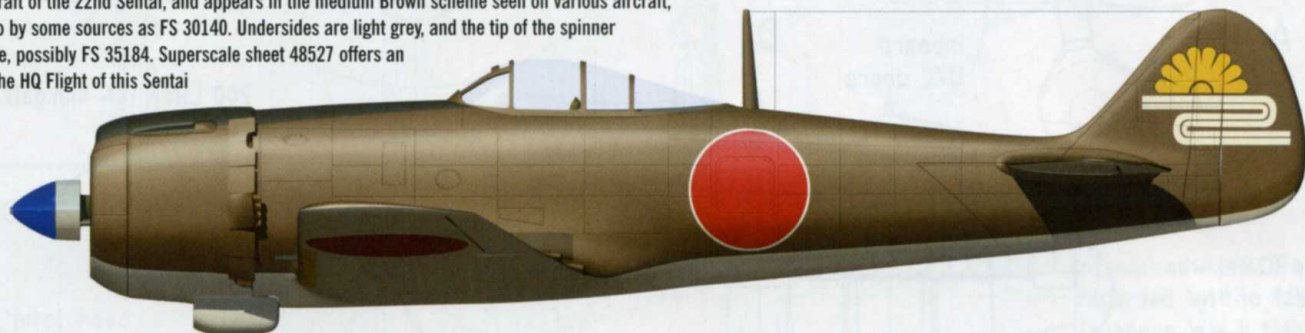
SPAN :: 11,238

LENGTH :: 9,920

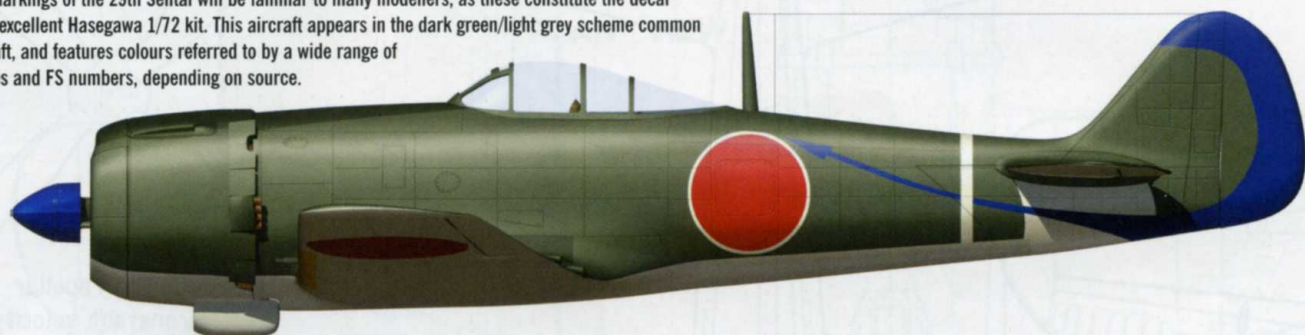
A Ki-84 of 104th Sentai, 3rd Chutai, Anshan Airbase, Manchuria, August 1945. This machine is natural metal with blue-black anti-glare panel and dark brown spinner. This particular aircraft is depicted in 1/48 on Sky Models sheet 48041



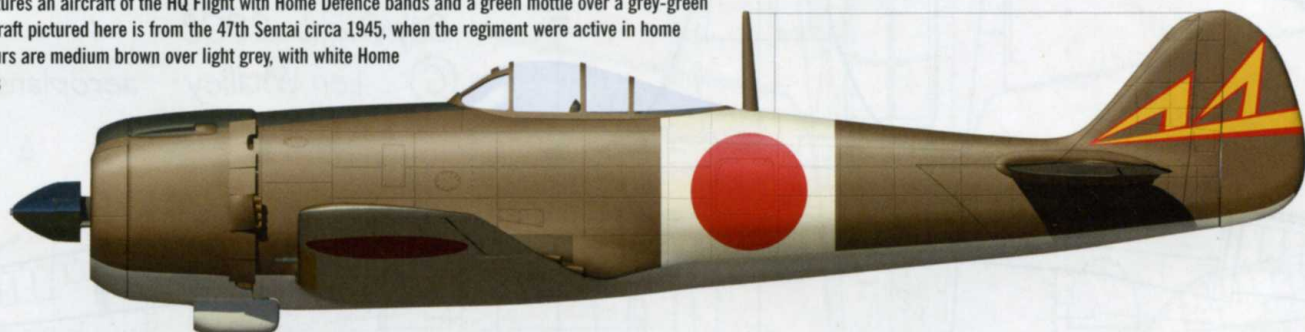
This is an aircraft of the 22nd Sentai, and appears in the medium Brown scheme seen on various aircraft, and referred to by some sources as FS 30140. Undersides are light grey, and the tip of the spinner is medium blue, possibly FS 35184. Superscale sheet 48527 offers an aircraft from the HQ Flight of this Sentai



The blue tail markings of the 29th Sentai will be familiar to many modellers, as these constitute the decal options in the excellent Hasegawa 1/72 kit. This aircraft appears in the dark green/light grey scheme common to many aircraft, and features colours referred to by a wide range of differing names and FS numbers, depending on source.



The 47th Sentai is well represented in 1/48, with options available on Sky Models' sheet 48041, Aeromaster's 48610 and Superscale's 48526. This latter features an aircraft of the HQ Flight with Home Defence bands and a green mottle over a grey-green base. The aircraft pictured here is from the 47th Sentai circa 1945, when the regiment were active in home defence. Colours are medium brown over light grey, with white Home defence bands



The Ki-84s of the 85th Sentai saw service in Korea towards the end of the war. This aircraft appears in dark green over light grey, with yellow tail marking and spinner. Sky Models sheet 48041 gives an option for an aircraft of the 2nd Chutai in the medium brown scheme



Colour Art © 2008 John Fox

Japanese wartime colours, especially towards the end of the conflict, are a matter of much conjecture and disagreement. Little can be done to resolve the dilemma, as there is little surviving documentation reliable enough to provide an authoritative answer. Shortages of manpower, time, and materials will all have had an effect on the final colours of paint applied to any machine, and as with late war German armour colours, where precise shades may have been stipulated by a central authority, the final colour of a machine on the front line may have differed considerably. Different sources suggest different FS numbers for all relevant colours, so ultimately the modeller will have to depend upon taste and judgement to decide on a final shade.

Modelling the Frank

Not surprisingly, most kits made of the Hayate have been from Japanese sources. All major scales – with the exception of 1/24 – have covered the type, and thanks to the partiality of the Eastern manufacturers it seems to have been available to the modeller long enough to have encouraged little coverage by resin kit manufacturers. Raccoon made a 1/48 kit, but this is not readily available.

By far and away the best-known of the 1/32 kits is the Hasegawa offering, which is a superb tooling, and well worth investing some time and money in if you want a really eye-catching model. The Doyusha kit is much older, having its origins somewhere in the mists of time, and seems originally to have had some battery-operated function, which has compromised the interior layout a little, although it still



makes a nice model.

Three kits have so far dominated the 1/48 market, of which again the Hasegawa offering is by far and away the best. Otaki's kit has subsequently been reissued by Aii, and Tamiya has had a Frank on its books for a long time. The Otaki/Aii kit has a good level

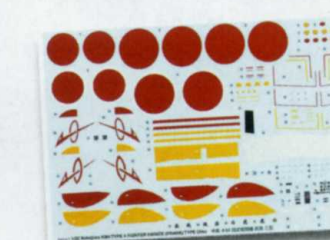


of detail for its age – including the recessed rivets that are apparent on the real aircraft. Tamiya's kit is a little under scale – nearer 1/50 – and is pretty much on a par, with reasonable detail in cockpit and wheel wells, and a mixture of raised and engraved panel lines. Hasegawa's kit, being more recent, has all the advantages and benefits of a modern tooling, and is consequently, most modellers' first choice. Those keen on gimmicks might opt for the 'skeletal' version, with transparent fuselage parts allowing the



interior to be displayed. In 1/72 Hasegawa again lead the field. Their Frank has been released again and again in different boxings – as with most of their kits – and is an excellent, not to mention underpriced, kit. Fujimi and Tamiya have also kitted the type, as have Revell, although this latter option is liable to be of interest only to collectors.

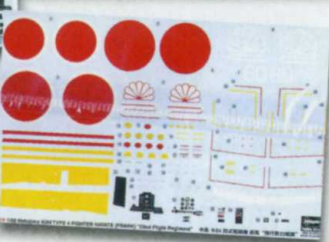
Surprisingly – to followers of the European market at least – the smaller



scales have seen a number of kits. In 1/100 the Doyusha pre-painted gashapon model is available, while in 1/144 LS, Aii and Revell have all released a Ki-84, although as with so many 1/144 toolings, it is likely there may be some commonality between the



different boxings. Certainly the type cries out for the kind of treatment Sweet Models has given the Zero, and at the rate product is materialising it can only be a matter of time before a superb new tooling materialises in a double kit with enough decal options to decorate your room.



Kits

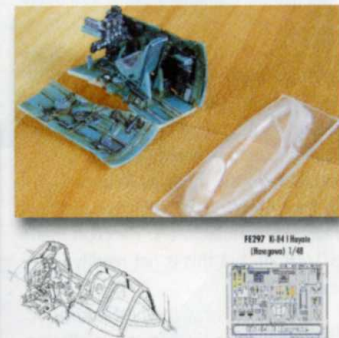
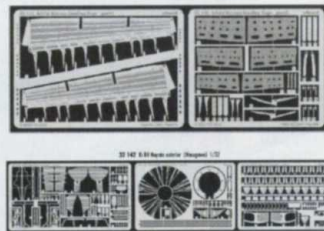
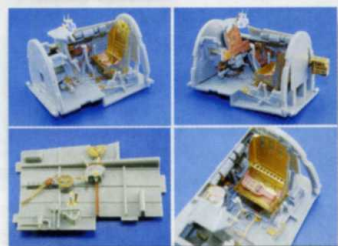
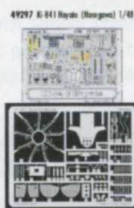
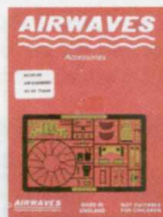
- Aii #420511 1/44 IJA Hayate & Hayabusa II £TBC *
- Aii #327 1/48 Nakajima Ki-84 Hayate £TBC *
- Doyusha #32-FRA 1/32 Nakajima Ki-84 Hayate £TBC*
- Doyusha #40004 1/100 Nakajima Ki-84-2 Hayate £TBC*
- Hasegawa 08154 1/32 Nakajima Ki-84 Type 4 Hayate Prototype £25.99
- Hasegawa #T024 1/32 Nakajima Ki-84 Type 4 Hayate £24.99
- Hasegawa #P241 1/48 Nakajima Ki-84 type 4 Hayate (skeletal version) £25.99
- Hasegawa #09614 1/48 Nakajima Ki-84 type 4 Hayate £17.99
- Hasegawa #A04 1/72 Nakajima Ki-84 Hayate £5.75
- Tamiya #61501 1/48 Nakajima Ki-84 Hayate with working propeller £18.99

*For prices see www.hlj.com

Accessories

Manufacturers seem to agree that Hasegawa kits are most likely to be sought after, and consequently most items available have been designed to fit them.

- Airwaves #48029 1/48 Etched parts for Aii kit £4.99
- Cutting Edge #48272 1/48 Resin detail set for Hasegawa kit £8.95
- Czech Master Kits #4135 # 1/48 resin interior for Hasegawa kit £9.85
- Czech Master Kits #4136 1/48 resin armament set for Hasegawa kit £9.85
- Eduard Big-Ed #BIG3228 1/32 Etched parts for Hasegawa kit £32.55
- Eduard Big-Ed #BIG4842 1/48 Etched parts for Hasegawa kit £16.35
- Eduard #32141 1/32 Etched landing flaps for Hasegawa kit £13.50
- Eduard #32142 1/32 Etched exterior parts for Hasegawa kit £15.50
- Eduard #32542 1/32 Etched interior parts for Hasegawa kit £13.50
- Eduard #48035 1/48 Etched flaps for Tamiya kit £4.30
- Eduard #48296 1/48 Etched parts for Hasegawa kit £6.80
- Eduard #48503 1/48 Etched landing flaps for Hasegawa kit £10.50



- Eduard #49297 1/48 Pre-painted etched parts for Hasegawa kit £11.80
- Eduard #EX060 1/48 Paint masks for Hasegawa kit £2.50
- Eduard #FE297 1/48 Pre-painted etched parts for Hasegawa kit £4.99
- Eduard #JX034 1/32 Paint masks for Hasegawa kit £3.15
- Eduard #XF518 1/48 National markings masks for Hasegawa kit £1.99
- Eduard #XL027 1/32 Paint masks for Doyusha kit £1.99
- Falcon #CV1372 1/72 Vacform canopies Japanese Army Air Force WWII £9.99
- Falcon #CV3448 1/48 Vacform canopies Japanese Army Air Force WWII £9.99
- Fukuya #FUK32-02 1/32 Brass pitot tubes for any Ki-84 kit £TBC*
- Pavla Models #C7242 1/72 Resin cockpit interior for Hasegawa kit

- £6.50
 - Scale Aircraft Conversions #32006 1/32 Main Landing Gear for Hasegawa kit £7.00
 - True Details #48030 1/48 Wheels weighted £2.50
 - True Details #72463 1/72 Resin cockpit interior for Hasegawa kit £5.99
- *For prices see www.hlj.com

- Lifelike #48013 1/48 Nakajima Ki-84 Hayate Part 1 £9.50
- Skymodels #48041 1/48 Nakajima Ki-84 Hayate £5.40
- Superscale #480526 1/48 Nakajima Ki-84-II Hayate £4.25
- Superscale #480527 1/48 Nakajima Ki-84-II Hayate £4.25
- Superscale #72723 1/72 Nakajima Ki-84 Hayate £4.25

Decals

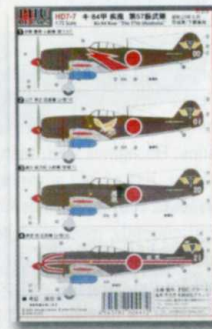
Silver, green, brown or blue, most of the variations in IJA AF schemes have been covered in all three major scales.

- Aeromaster #48610 1/48 Nakajima Ki-84 Hayate Part 1 £6.75
- Aeromaster #48616 1/48 Nakajima Ki-84 Hayate Part 2 £6.75
- Aeromaster #48623 1/48 Nakajima Ki-84 Hayate Part 3 £6.75
- Aviprint #32003 1/32 Nakajima Ki-84 Hayate £6.45
- Aviprint #48008 1/48 Nakajima Ki-84 Hayate £6.95
- Eagle Strike #32065 1/32 Nakajima Ki-84 Hayate Part 1 £7.99
- Eagle Strike #32066 1/32 Nakajima Ki-84 Hayate Part 2 £7.99
- Platz #HD707 1/72 Nakajima Ki-84 Hayate £12.40



References

- Nakajima Ki-84 A/B Hayate: Japanese Army AF Service**
 Author: Richard M. Bueschel
 Publisher: Schiffer Publishing
 ISBN-10: 0764301497
 Format: Paperback, 64 pages
- Kagero Monographs 18**
 Author: Leszek Wieliczko
 Publisher: Kagero
 ASIN: B0010YSB4M
 Format: Paperback, 128 pages
- Aircraft Profile - (Blue Profile No. 70)**
 Author: Rene J. Francillon
 Publisher: Profile Books
 ASIN: B000YBMU3K





ACH-47A Armed Chinook

Scale: 1/48 Kit No: 2647

Type: Injection Moulded Plastic

Manufacturer: Italeri

UK Importer: The Hobby Company

US Importer: Model Rectifier Corporation



The expansion of 1/48 military vehicle ranges is a great advantage for aircraft modellers who want to add a little something extra to their models

Kitting the Co\$t

ACH-47A Armed Chinook

To say this is a kit I have been looking forward to for some time is a gross understatement. Like a lot of modellers I have a certain fascination with gunships. I've made a fair number of different Hueys, and the 1/48 AC-130A, but ever since I became aware of the armed Chinook trials I wanted one. I could have got one of the old Aurora kits and spent a long, long time on it (I've seen it done on the Web) so imagine how pleased I was when the first version from Italeri turns out to be the variant I wanted.

So what's in the (fairly large) box?

There are five sprues, the two biggest being the airframe and interior. There are two identical sprues containing weapons and undercarriage/cockpit/airframe details and a large sprue for the blades and external weapons, these being collected together on easily removed sections, undoubtedly to allow for further marks. Finally there's a clear sprue with the front section and windows. The decal sheet covers two aircraft marked up as used in Vietnam (413149 – *Easy Money* and 413151 – *Stump Jumper*) and one in the hi-viz markings as seen during the trials in the US – 413145, which went on to become *Crazy 8* and then *Co\$t of Living* when sent to Vietnam to make up for combat losses.

The panel line engraving is slightly heavy for my taste but it's not too bad. There have been suggestions that the sponson panel layout isn't appropriate for an -A but I'm afraid I didn't let that worry me to the extent that I was going to try and confirm it. Research, filling and re-engraving correct panel line detail will have to be a job for someone else...

To be honest, the cockpit area looks a little sparse and the use of decals for the

instrument panel and seat belts (exactly the same decal for the seatbelts, by the way, as with their Cr.42, so something's not quite right there) seems cheap but as it turned out you can't really see much anyway when the canopy is in place. So the work I did adding etched seat-belts, replacing the pilot's seat armour with thinner, more accurate metal items, adding instrument bodies to the back of the panel, beefing up the hydraulic detail, adding wiring to the avionics rack etc. was fairly unnecessary. It seemed worthwhile at the time, though, and I'm sure I feel better for it.

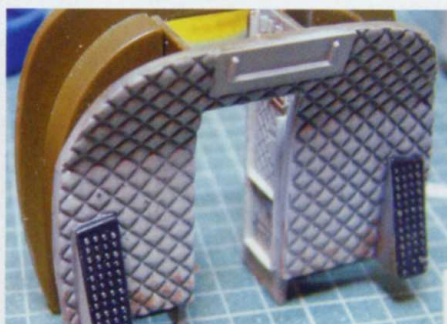
Anyway, in parallel with the cockpit build the interior of the fuselage was being prepared. In similar vein to the recent Academy helos Italeri have provided an internal assembly that fits between the fuselage halves, which I guess allows them to hide ejector pin marks and hopefully prevent (or again hide) sinkage on the back of heavy detail. On which point, the prominent rib detail on the inside should have a great many lightening holes in it. After much drilling, mine did.

The interior was painted as per the kit instructions and the few photos I could find, followed by quite a few passes made with lighter and darker shades and





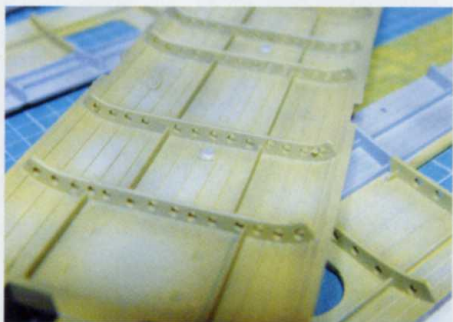
Etched belts and armour go a long way to improving the crew seats as provided



Detailing and careful painting improve the rear bulkhead



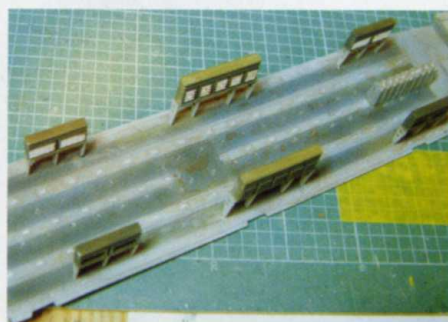
A bit of extra work went into the avionics rack – although little will be seen on the finished model



Drilling the lightening holes in the interior ribbing is an essential task if any of the inside of the aircraft is to be visible



The interior was painted as per kit instructions, with some extra weathering to give it a lived-in look



The floor of the main cabin, ready to install

any other colours that happened to be in my airbrush over a period of a few days in an attempt to reproduce the lived-in look. The ammo cans were assembled, the mounting legs drilled with lightening holes then attached to the bay floor, the mounts and collecting bags for the 50 cal's glued in place and the four sides joined. Finally the cockpit parts were attached and the whole fitted into the left fuselage half.

It was at this point that I had to decide whether to use the supplied

decals for all the grille detail on the kit or do something a little more serious. Opting for hard work, I cut out all the grilles from the rear pylon mast, the access doors for the rear pylon, the two on the right fuselage half and the ones on the engine nacelles, the layout of

which doesn't look like the pictures I have of the real thing, but again I figured I could live with it.

The grilles were made from some Verlinden plastic mesh that looked to be of an appropriate size. I feel that it was a bit easier to work with than a metal grille would have been, even if they had been available. With all of them in place I then found a picture of the aircraft I was going to do – 413145, as *Co\$ of Living* – that showed the circular grille near the forward door had been covered over with a plate so that was a bit of a waste

of time. And then I looked at the others, and they all had that plate installed. Just goes to show, check your references. Closely.

I made some shapes to go in the nacelles and put them together but left the exhaust off at this stage for painting purposes. I also made up some detail to go in the rear rotor pylon, which would be visible through the grilles, and glued the two fuselage halves together. The engines were attached and the lower fuselage fitted and it's looking good!

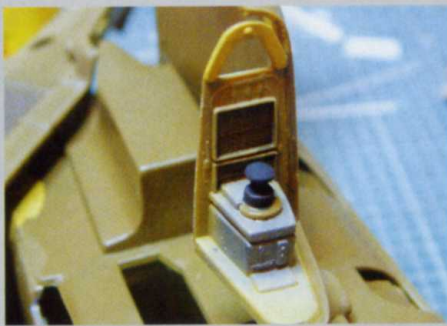
The instructions would have you fit the rear ramp at this stage, trapping some hinges with the lower fuselage, but I couldn't see that standing up to much handling so I left it off. I had also left the rear undercarriage out for reasons of painting too. I did manage to squeeze them in later but you might want to install them when the instructions suggest, as it was not an easy task.

The canopy was masked and installed at this time (some Milliput squashed into the area under the pilot's feet to

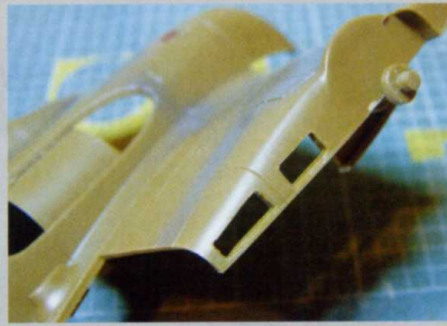




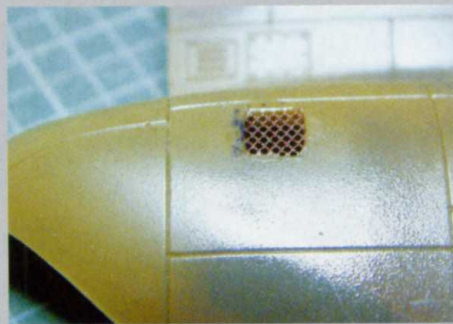
Cockpit parts were attached and the whole fitted into the left fuselage half



A lot of extra work went into the rear pylon. Cutting out the grilles required some scratchbuilt detail to be visible



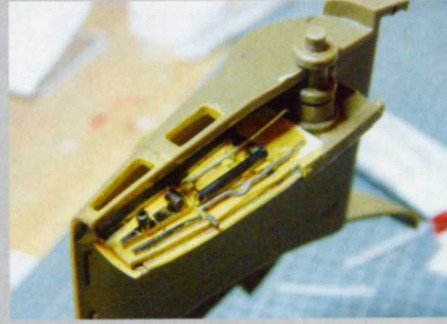
Grille panels cut out on the rear pylon



The grilles were made from Verlinden plastic mesh, which was probably more manageable than etched



Dummy engines were roughly fabricated to allow vague shapes to be visible within the nacelles, seen here assembled



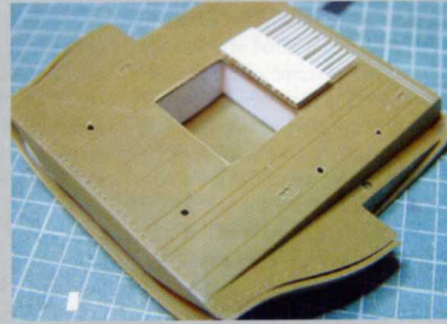
More interior detail added to the rear pylon



Armour added to the rear pylon – the kit provides parts for the front but these are omitted



Applique armour added to the front pylon – modification was made to one of the kit parts in line with references



The rear ramp was modified by opening up a panel for the rear gunner

represent the ballistic armour that was often fitted there), and other parts which looked like they would survive were also fitted. I omitted parts 7 and 8E which I believe were only fitted to the aircraft while taking part in the trials in the US (and then were painted red). The kit provides some applique armour for the front rotor pylon and round the nose, but doesn't give you any for the rear rotor pylon, quite visible on many pictures I have. Plastic card and square section were added to make up for this, and a slight alteration to one of the forward plates was also made, in line with references.

In parallel with the main build various other items were in progress. The rear ramp was modified by opening up a panel (which on the real thing provided a space for the rear gunner to go in), some structure was built inside and rib detail added. A strengthening bracket was added to the stub pylons and the 20mm cannon themselves had the case ejector chute replaced with one of better

scale thickness made from thin sheet metal. The cannon muzzle also appears incorrect, having a rudimentary flash suppressor, while in reality the guns themselves merely tapered to the muzzle. The access doors for the rear rotor pylon were fitted and, with the side windows masked off, although I left the middle two, as pictures of my aircraft show they were over-painted, a slightly different shade to the rest of the airframe. Other aircraft also had windows over-painted so do check.

It was time to fit the HF aerial mounts, and I followed the instructions, which are appropriate for most of the four aircraft, shortened the mounts, and attached them to the fuselage side. I then went through my pictures again and found that, once more, 413145 was different. While the position shown for the HF mounts might be (more or less) OK for some aircraft (certainly near to the standard positioning I can find on Chinooks) it is incorrect for 413145 when in Vietnam. I have pictures

showing the two rear lower mounts are each side of the rear window on this machine. Furthermore I can't see any HF run on the pictures of the aircraft while Stateside, so if you're doing one of those you might want to look into this. I would also suggest that the instruction to paint the Stateside aircraft matt might be wrong too, as they certainly look quite glossy to me

One of the reasons for doing *Co\$t of Living* was a comment I read about 413145 being overpainted in such a hurried fashion that after a bit of wear the original Star and Bar markings were visible through the new paintwork, and I did find a picture showing that at least one side did just that, so it was irresistible. Unusually, as a result, the painting started with applying some decals before any paint, in this case the large stars and bars on each side of the fuselage. With those in place the whole airframe was painted in a colour approximating Helicopter Drab. I didn't worry about the exact shade as it had

clearly weathered enough to show the markings underneath. I used Xtracolor NATO Green, as I recall, being careful to leave a hint of the markings showing through. Then the canopy framing and the middle window on each side were painted a lightened shade of the same colour in line with my references, the anti-glare panel in front of the cockpit painted black, and it was time for the proper decals.

The decal instructions aren't terribly clear, and in some cases are simply wrong. I fitted the walkways with some slight alterations around the rear section, partly because they didn't fit very well and partly because as supplied they would have been visible in areas where pictures show they weren't. I have seen at least one reference that states they weren't marked at all but I have a picture purporting to be the top of *Easy Money* which shows them, so they're on.

Version A – *Easy Money* – is shown with the name on the left fuselage side,



The 20mm cannon had the case ejector chute replaced with one of better scale thickness made from thin sheet metal



Access doors for the rear rotor pylon fitted. The kit allows them to be positioned open, but features little detail within



The kit's guns are as good as any aftermarket items available



Painting was completed using Xtracolors, and the kit was soon ready for decaling



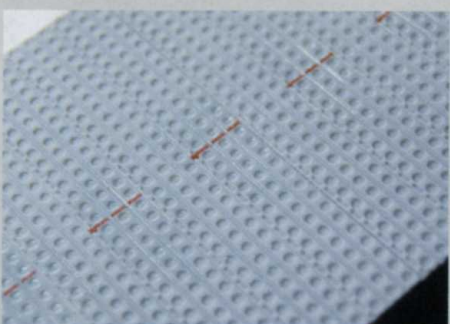
Look carefully at the position of the gun mounts, as the kit instructions seem to differ from reference photos



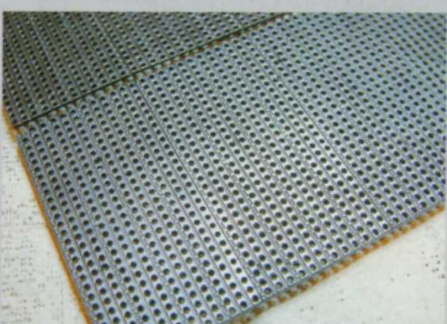
The front pylon on the real thing differs considerably from the kit



The only real issue with this kit. The front pylon is shorter and stumper than it should be



The Tarmac PSP unpainted – and as yet undrilled



8000 holes and a lot of patience later, the PSP looks a lot better

and the serial small, black and high on the rear of the rear rotor pylon. All the pictures I have show the name on the right side and the serial bigger, lower down, further forward and lighter. Version B – Aberdeen Proving Ground – looks OK, I don't have many good pictures to comment on, although as I've already said, I can see no HF run, those blocks behind the front rotor pylon should be red, it should be gloss rather than matt, and there are more yellow stripes and less stencilling on the kit than on the real thing. Version C – *Stump Jumper* – is less well documented, but I suspect the small, high, black serial to be incorrect.

I chose to use the Zotz sheet (ZTZ/48-025) which has both 1/72 and 1/48 markings for all four aircraft while in Vietnam. This provides serials that look much more like the pictures I have and individual markings for the two aircraft that Italeri don't do, *CoSt of Living* and *Birth Control*. The individual markings aren't perfect, but they were

close enough that I could live with them so the name and the serials were applied. However, the 'United States Army' title that Zotz provide appears to be in the wrong font with the letters too close together, so I used the Italeri decal there which looked much better.

With the few other kit-supplied markings applied I came to the *Guns a Go Go* logo on the front rotor housing. I used the Zotz decal but the 1/48 one was much too big for the space provided so I actually used the 1/72 piece and it looked OK. A rectangle of silver decal was used for the plate where the feed for the 40mm grenade launcher comes out, the whole airframe was matted down, the masking removed, the wheels, grenade launcher and other odd bits added and it was looking quite good.

Several light misted coats of a suitable dusty brown colour were applied in an attempt to graduate the effect up the fuselage making it 'dustier' at the bottom than the top. Then the side guns

were added, and the kit pieces aren't bad. I was going to use some of the resin ones I had in stock but with a few additions to the ones in the kit they were probably slightly better. The instructions would have you install the guns with their mounts curving into the aircraft which looks right but actually isn't. All the pictures I have show them curving out, presumably enabling the gunners to point the guns down slightly more. Once they were in place I squeezed some etched ammo belts through the windows going from the ammo boxes to the .50 cal, which was quite a task. The rear ramp was attached, various boxes and other items being added to busy the area up a little, along with a Cutting Edge flex feed from the ammo box to the .50 cal on the back.

The rotor blades had been painted some time ago, the blades black, the tips yellow, the roots a dark grey and I was intending to add some detail as they looked very sparse, especially when you look at the heads of Sea Kings and

the like where there's lots of plumbing. Looking at pictures of the real thing, however, it's fairly sparse too so I left it alone, assembled as per the instructions and popped them on, finished.

Going back to the front rotor pylon – as mentioned, the 1/48 Zotz decal looked too big and I used the 1/72 one, so something was clearly not right there. I was assuming the decals were the wrong size but something made me look harder and it became apparent that the fault isn't the decal, but the front rotor mast. Goodness knows what they were looking at but the front mast is misshapen. It's far too squat and has a strange bulge round it that is a gross exaggeration of a far more subtle feature on the real thing. Even if I had seen this in advance I think I would have struggled to rectify it, and at this stage it was obviously out of the question. Hopefully someone will come out with a correction for this, as I don't think I would want to build another Chinook until that looks better (and there's a



The completed cockpit prior to the canopy fitting



The Cost of Living undergoes decaling



Meticulous research pays dividends – the Coke can is as accurate as the aircraft itself!

rather neat UK Special Forces scheme I've seen...).

Anyway, that's the Gunship finished, but I was doing this for the club diorama contest as I had seen a rather nice picture of my Go-Go bird on a PSP hard standing at An Khe (lots of pictures Online at <http://gunsagogo.org/0002/0002/earlyNa>

m/aindex.htm) and I was intending to replicate something like that. I bought some sheets of Tarmac's PSP and a picture frame from Ikea and was good to go.

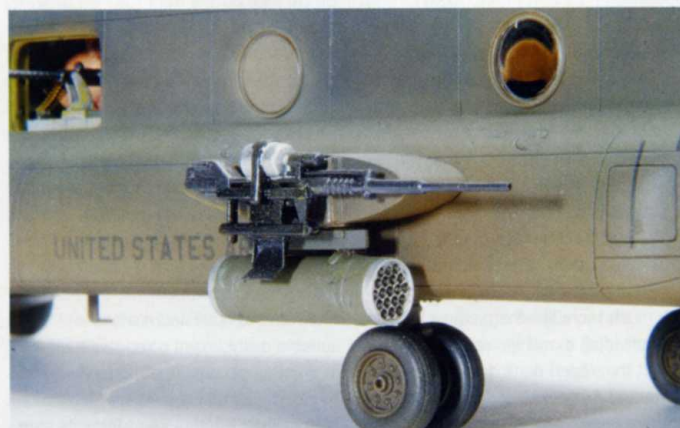
The basic landscape was laid out on the picture

frame, consisting of a raised area for the PSP, a slight ditch round this and the ground sloping up from there. This was done with layers of tissue paper formed into the basic shape and sheets of plaster impregnated fabric laid on top after being immersed in water.

The sheets of PSP weren't bad but from what I could tell from the pictures of An Khe, rather than the PSP being laid in a staggered

formation they were just laid in two rows. Some modification to the sheets was necessary to achieve this, and while thus engaged I came to the conclusion that the holes as represented in the PSP (P as in Pierced) just weren't deep enough. I tried a few tests with paint and weathering hoping I could get away with it but I kept coming back to the unpalatable fact that I was going to have to drill the PSP to make it look anything like convincing. It took me a few nights to drill the approximately 8,000 holes in the four and a bit sheets of Tarmac's stuff! The sheets were then sprayed with Humbrol steel metaliser paint and buffed to a rather nice finish.

The pictures I had showed quite a



grassy area but I'm afraid I couldn't bring myself to spend the time needed to create a realistic grass setting so I went with more mud for the rest of the base, made as before and applied liberally over the remaining white areas, pushing various items into it here and there while it was still wet. I simulated water in a few areas using repeated applications of Klear and I felt they came out OK.

Among the pictures I found were several of the jeeps used by the crews with Go-Go markings so I felt I needed one of those. Fortunately I found someone with the old Frog Fuman jeep in stock so I bought one of those. While there are some detail differences – the Fuman example representing a 1940s vehicle, I'm pretending it's a 1960s one – I decided it was nothing I couldn't live with.

The figures were a mix of a couple of Verlinden figures I had finished some



Go-Go Gunners relax and take a break before the next mission...

years ago and some Aeroclub white metal items. These were painted using mostly Xtracolor paints and it was then just a matter of adding them to the base with some finishing touches

I do just want to point out the Coke cans that two of the figures are holding. The last time I did a figure with a can I just painted it as I know Coke today, red with the white swirl. But this time it occurred to me to wonder when did that

design come into use? Fortunately the internet is full of learned repositories of crucial data and I found several sites with the history of the Coke can on them. It turns out that in the Go-Go birds time frame (1966-1968) the then Coke can was the 'Small Harlequin' design, the 'Spiral' design not coming into use until 1970 when the ACH-47A was long gone. I did my best with red paint and small squares of white decal.

Thank goodness I checked, huh?

In conclusion, I really wanted to like this kit. I've wanted one for a long time, and apart from the shape issue, and the minor decal gripe, I did. I assume someone will fix the rotor mast and then I shall have to be getting another Wokka...

SAMI



Drilling out the PSP made a big difference to the overall look of the diorama base



Note the plated-over aperture behind the cockpit transparency



The Gunship in-situ. The jeep and the figures give a sense of the size and power of the machine

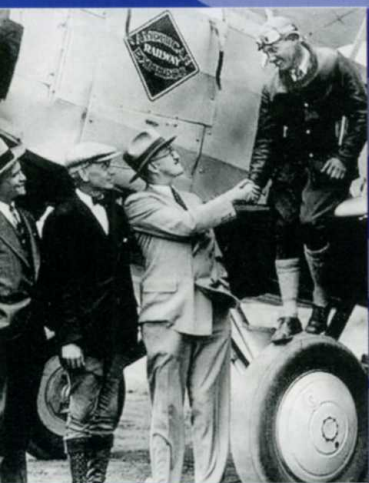




The Boeing 40 in flight over snowy Washington State

The Resurrected Boeing 40C

An exclusive first look at a restoration project that has finally taken to the skies



Grant Donaldson shakes hands with Bill Boeing in front of 5339, which he would shortly crash

Canyonville, California, October 2nd, 1928: A Pacific Air Transport plane, Boeing Model 40C s/n 5339, flying from Medford, Oregon to Portland, Oregon crashes in the fog at the summit of Canyon Mountain. The pilot, Grant Donaldson, somehow survives. A single passenger is not so lucky. Donaldson manages to stagger over 100 yards to a road where he is aided by the Reverend H.C. Messerli and his family, who are on vacation from Michigan. Donaldson is taken to a hospital and recovers from injuries but never flies again. Very little is left of the plane.

Spokane, Washington, February 17, 2008: Pacific Air Transport Boeing Model 40C s/n 5339 lifts off Felts Field in Spokane for the first time in almost 80 years, with engineer-craftsman Addison Pemberton at the controls. According to Pemberton, "The airplane is very controllable and pleasant with excellent ground handling, good elevator, and very good rudder control and heavy but effective ailerons with a disproportionate amount of rudder



The Pembertons stand proudly in front of the Boeing 40. L-R Son Jay Pemberton and his wife Elin, Addison and his wife Wendy, and son Ryan and his wife Taryn

needed for more than 50 percent travel. The visibility is very poor, but not difficult. The overwhelming surprise is stability! 'Like a rock.'"

Addison Pemberton is no newcomer to aircraft restoration. In fact, all of the



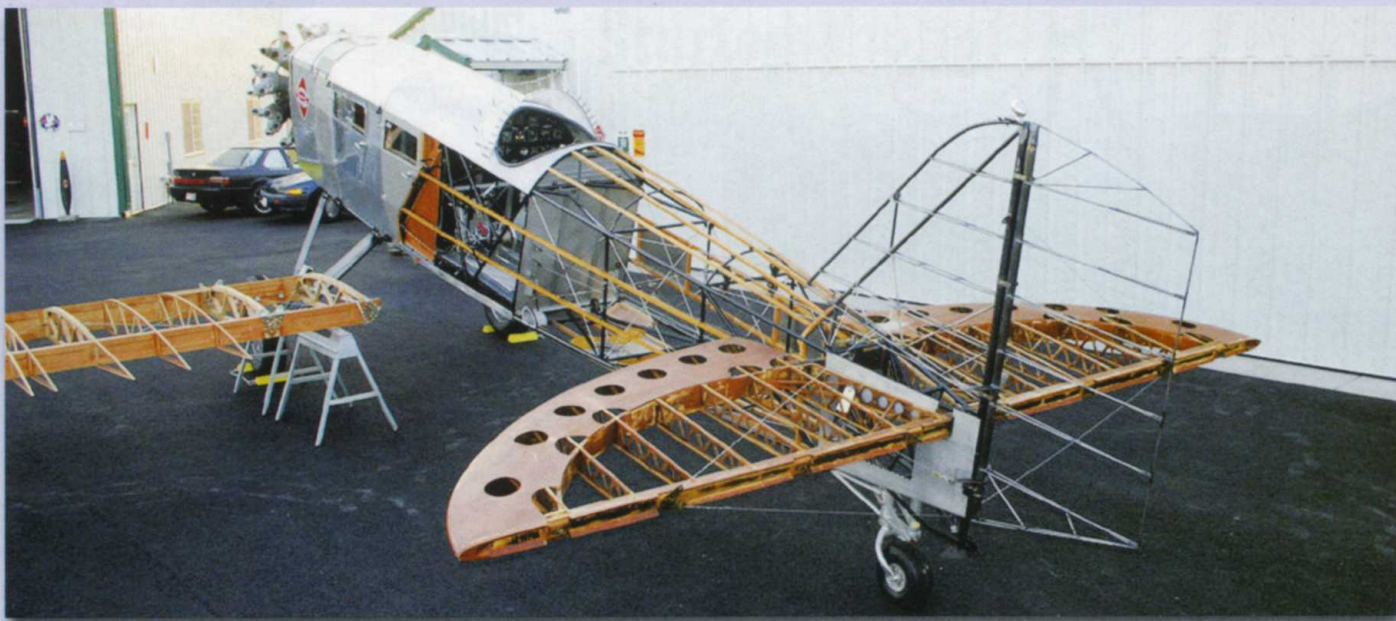
A rather poor-quality photo of the crashed Boeing

Pembertons have been involved in the Boeing project, along with about 60 other volunteers who did everything imaginable during restoration, including fabrication of many new parts. And when she wasn't fixing meals for nine at the hangar, Addison's wife Karen was busy prepping the wings for fabric and then laying it down on the wings like a pro.

Addison provided the following

A contemporary photo of a Boeing 40C 5339 ca. 1928





The Boeing 40 sits on the tarmac during restoration. The incredible handiwork of the Pembertons is evident



A wide-angle view of the cockpit, which appears to be pretty roomy



Here are the wings before covering



Check out that woodwork and the vintage intercom. Photo via Bob Clapp, courtesy of Addison Pemberton



Wendy Pemberton applies fabric to the massive top wing the old-fashioned way... by hand



Young Ryan and Addison Pemberton posing with the vertical stabilizer and rudder



Some of the sixty volunteers working on a wing prior to painting



The Boeing 40 touches down at Felts Field in Spokane. Photo courtesy of Rob Pemberton



Here is Addison Pemberton in the cockpit with daughter Taryn on the wing. Lucky lady! Photo via Bob Clapp, courtesy of Addison Pemberton



The incredible level of finish is evident in this photo. Look at that shine! Photo courtesy of Addison Pemberton via Bob Clapp



This an interesting view, with the wings bolted up before covering

summary of the effort including some stats on the airplane:

- After 8 years and 18,000 hours of toil the Boeing 40C rolled out [early in February].
- 221 gallons of dope/reducer and 120 yards of 102 Ceconite fabric were used.
- 12 gallons of polyurethane paint were required for the sheet metal.
- We used 350 2-inch brushes and 6 gallons of West Systems epoxy, and 181 rolls of paper towels.
- The wings have 33,000 parts.
- The airplane weighs 4,080 pounds empty and has a gross weight of 6,075 pounds.
- It is 34 feet long and 13 feet tall with a wing span of 44 1/2 feet. Wing loading is 10 pounds per square foot and power loading is 10 pounds per horsepower. [The ship] should cruise at 115 mph at 28



Here is a beautiful look-down image of the Boeing 40's first flight after restoration, piloted by Addison Pemberton

Gallons per Hour (GPH), and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks.

Addison plans to tour the country with the Boeing 40C, including a flight over old air mail routes. I am hoping that he will make it down to South Carolina on the way to the EAA's *Sun 'n Fun* fly-in this summer and have supper with us. I just have to wonder what he will restore for an encore after this.

My sincere thanks go to Addison Pemberton for his help on this article on very short notice, including furnishing me with the wonderful high-resolution photos you see here, and also to Melinda at Spokane Airways who helped put me in touch with Addison in the first place.

SAM



Get 'Em Started Young!

As I walk around a typical model show, I am constantly reminded of the fact that many of us are starting to show our age. Most modellers seem to be in their thirties or older, and there don't seem to be that many youngsters around.

I started in this hobby at the tender age of 6. My first model was the venerable Airfix Bf 109G, moulded in light blue plastic. I built it in a couple of hours at the dinner table. I didn't bother painting it – who cared about RLM 74/75/76 at that age? I'm sure I made a hash of the decals – some things never change, evidently. But I was pleased as punch and it set me off on a lifetime's adventure.

Last year, my then 6-year-old daughter took an interest in modelling. So I started her off with some simple kits, and now she's quite keen on the hobby (to the point of starting a stash...). Of course, having a keen modeller for a father helped her there, but what to do if you don't?

IPMS/USA has had a programme in place for some years now to encourage junior modellers on their first steps into the hobby – the Make and Take programme. Started in the mid-nineties,



Make and Take (or MnT, for short) has given thousands of youngsters a taste of modelling since then. The idea is simple – kit manufacturers supply IPMS with a central store of simple kits, funded in part by IPMS members and by generous donations from the manufacturers themselves. Local chapters staging an event of some kind can request a package of kits and supplies, so that kids attending the event can build a model right there then take it home. Last year, IPMS chapters held over 50 MnTs across the country, and some 1,500 kits were distributed. That's 1,500 opportunities to start that lifelong hobby.

I had first hand experience of a Make and Take at last November's Modelzona show in Phoenix, Arizona. There, the IPMS/Craig Hewitt has been a supporter of MnT for some years. I spoke to Bill Sanborn, who is the club's MnT Coordinator:

"There were a total of about 45-50 kits built; we had boys and girls roughly even in numbers and ranging in age from 5 to late teens. We built Monogram SnapTite kits; these were mainly the Corvette convertible and F-117, with several A-10s, SR-71s and one or two BelAir hot rods thrown in. Two of us (Bill and fellow member Robb) covered the tables for the 6 hours we had the MnT open. In fact we still had kids building as we were tearing down the contest; they kept going until we had to take the last table out of the hanger! We were certainly busy; at one point we had to turn kids away due to the lack of seats at the three tables we had set up.

"For the most part we let them explore the joy of modeling at their own pace. We are there as guides to help them over the tough points and to give them tips and tricks. We spend more time with those who need it, like the younger ones, but in general it is all about letting the kids have fun in

building something with their own hands. There are some real works of art. Along the way, if they learn to follow a plan or slow down from the fast paced videogame world to work with their hands to complete a project, then so much the better. It is amazing that the kids are learning life skills and loving it!"

The MnT tables were buzzing with activity all day, and all the children who took part seemed very happy; certainly, my daughter enjoyed her build. My thanks to Bill and Robb for generously donating their time.



We constantly hear that today's youngsters have too many other distractions to be interested in our hobby. While that may be true to a certain extent, I believe that this has always been the case – I also hear of many stories from modellers growing up in the sixties where their parents discouraged modelling and wanted them to go outside and play, or do something 'useful.' What is most important is an early exposure to modelling to spark the interest, and Make and Take can provide just that. Next time your club has a public event, think about staging a Make and Take – you never know what you might start!

For more details on Make and Take, please visit the IPMS/USA website at www.ipmsusa.org, click on Member Services and follow the link.

SAM

Shows USA

May 24th, 2008

Torcan 2008

Delta Hotel, 50 East Valhalla Drive, Markham, Ontario, Canada
Presented by IPMS/Toronto
www.ipmstoronto.com

May 24th, 2008

ScaleFest 2008

Grapevine Convention Center, 1209 South Main Street, Grapevine, TX
Presented by IPMS/North Central Texas
www.ipmsnct.com

May 31st, 2008

Military Modelers Club of Louisville Invitational

Paroquet Springs Convention Center, 395 Paroquet Springs Dr. Shepherdsville, KY
Presented by IPMS/Military Modelers Club of Louisville
<http://mmcl.org>

June 7th, 2008

King Con 2008

Briarcrest Christian School, 6000 Briarcrest Ave. Memphis, TN
Presented by IPMS/Tennessee Road Warriors
Don Moss 901 682 9402

June 7th, 2008

West Central Missouri Modelfest

Holy Spirit Catholic Church, 1800 SW 150 Hwy. Lees Summit, MO
Presented by IPMS/ West Central Missouri
Ron Reynolds 816-537-4558

June 14th, 2008

Minicon 2008

City of Ontario Senior Center, 225 E. B Street, Ontario, CA
Presented by IPMS/Ontario, CA
www.ipms-ontario.org

June 20th-21st, 2008

IPMS Metro Atlanta Model Expo 2008

Cobb Civic Center, 548 S Marietta Pkwy, Marietta, GA
Presented by IPMS/Marietta
www.ipmsmetroatlanta.org

June 21st, 2008

3rd Annual Peninsula Model Show and Contest

Fort Worden State Park Building 204, Port Townsend, WA
Presented by IPMS/North Olympic Peninsula Modelers Society
www.nopms.net

June 20th-21st, 2008

2008 Heartland Model Car Nationals

Overland Park Convention Center, 6000 College Blvd, Overland Park, KS
Presented by IPMS/KC Slammers Model Car Club
www.kcslammers.com



Avro Tutor

AZ's New Injection Moulded Trainers



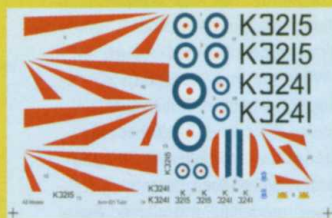
Avro Tutor

Scale: 1/72 Price: £14.30

Kit No: 72023/24

Type: Injection Moulded Plastic

Manufacturer: AZ Models UK Importer: Hannants



References

- Instructions to Aeroclub Avro 621 Tutor 1/48 Vacform Kit, John Adams, Aeroclub
- Aeroplane magazine, July 2006
ISSN 0143-7240
- Scale Aircraft Modelling Vol. 26 no.6
ISSN 01582 560854
- Avro, Harry Holmes, Chalford Publishing
ISBN 0 7524 0653 1

Determined Desire

I have had a quite determined desire to build an Avro Tutor in that red and white 'sunburst' scheme of the Central Flying School, ever since I first saw it applied to the Shuttleworth Collection's flying example back around 2004.

Way back then, of course, this meant getting hold of the wonderful Aeroclub 1/48 Vacform. This I did and it is very much still in my 'Things I am determined to complete' pile. Meanwhile, Petr Muzikant of AZ has provided this opportunity to have a go in 1/72, and that is much too good to miss!

Keeping it Simple

I do like things simple, so for me, all the injection-moulded toffee coloured plastic on one sprue is a good start. This is all the more so when you look at the quality of that moulding. Rib tapes, panel lines and surface textures are all as well represented as you could wish for.

In addition to this, you also get a nice crisp resin engine and cockpit floor, an

etched fret full of fiddly bits (more of these later), and seat belts and an instrument panel that those nice Czech people have painted for you, although I am still not sure how comfortable I am with that.

Completing this package is a superb decal sheet covering the two schemes that the Shuttleworth Collection's machine has worn. K 3215 was all trainer yellow and K 3241 in that sunburst pattern. Colour density and registration are excellent. I have just two niggles: The shade of blue used is a bit too dark for between the wars aircraft, for my taste, and the colours of the rudder stripes are the wrong way round. They should be red white and blue, front to back; not the other way round, as provided.

Speaking of keeping it simple, AZ do refer to this kit as 'Limited edition.' Those with experience of this type of kit know what that means. In this case, although the detail provided is of excellent quality, there is a fair bit missing. Ground handling points at lower wingtips and tail, filler caps, tail and dorsal lights (if you want them) and

the tailplane adjustment mechanism are all things for the modeller to provide. So there is plenty to do.

Inside First

It didn't take long to remove all the injection-moulded parts from the sprue and get them cleaned up ready to go. First up are the cockpit interiors, and here there is a slight problem. The sidewall detail provided has a decided rectangular, wooden look and the bays around the cockpit were quite close together. All of this is shown in detail in the instructions to the Aeroclub kit. I decided to paint what I was given rather than sand it all out and scratch build a new interior. There is, however, I now believe, a simpler solution that I missed. The only cockpit interior photograph which I have seen of the Shuttleworth example, shows the cockpit lined with what appears to be some kind of silver-grey leather cloth, through which the throttle controls, etc. protrude. This means that the structure is not visible. I could have used thin masking tape or



foil to replicate this effect.

With this problem resolved, the rest of the interior is straightforward. The injected seats and joysticks were set in place on the resin floor and this unit painted before those pre-painted belts were added.

The acetate printed dial faces were held in place on a piece of masking tape whilst the etched control panels were glued in place over them. All the interior components were fixed into the port side and the fuselage halves joined. There were no problems of fit encountered in joining the halves but a line of correction fluid was used to tidy up the centre line seam.

Paint-as-you-Go

It is in the nature of biplane modelling that, fairly early on, things begin to get in the way of each other, so paint-as-

you-go becomes the order of the day for me.

The first step was to mask the undersides of the flying surfaces and to spray the upper surfaces white. A good job was essential since this will form the background to the red sunburst decals. With this complete and allowed to dry thoroughly, the undersides were painted to represent aluminium dope. For this I use a mix of Humbrol polished aluminium (27002) and matt white.

The fuselage was held on the end of a round file for painting. The upper decking is a mid-green, probably the early inter-war shade known as 'Nivo'. AZ recommend Humbrol 149 dark green for this, but it looks a bit too dark for me. I used Humbrol greens 80, 88 & 101 to mix a shade to match colour photographs of the Shuttleworth aircraft. The remainder of the fabric-covered

surfaces were painted with my aluminium dope mix.

The metal panels of the nose section were painted a mix of Humbrol Metal Cote Polished Aluminium and Steel. When thoroughly dry, this was brought to a shine by careful burnishing with the edge of a steel needle. This just left the rudder stripes to be masked up and painted in the correct sequence.

Engine Attachment

I turned my attention to the engine next. This resin part comes on a sizeable casting block and the problem is that it is not possible to just saw it off without damaging the exhaust system. The engine had to be carefully carved off with a scalpel, avoiding damage to the exhaust pipes as far as possible.

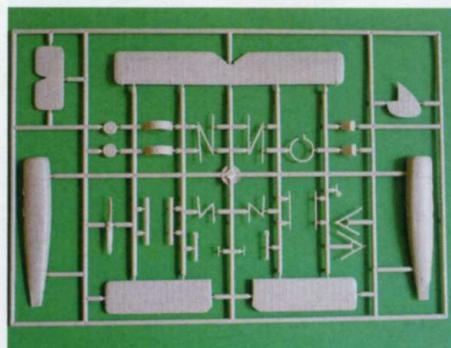
The engine was painted Metal Cote steel and subjected to an oily wash

before highlighting with home made graphite powder and dry brushed with a little aluminium. The crankcase was painted light grey. Now it was time to attach the engine to the nose and I decided to depart from the instruction sequence. I fixed the injection moulded exhaust collector ring to the rear of the engine, as in the real thing, then added the complete unit to the nose.

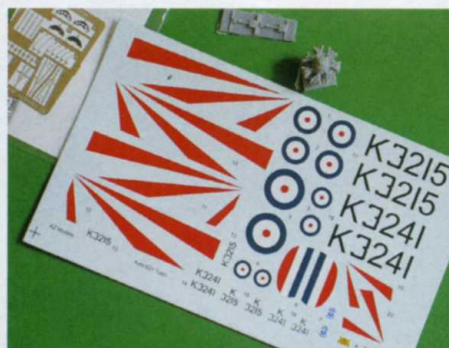
Construction Resumed

Back to airframe construction now. The tail components were fixed in place, and in a time-honoured tradition for limited-run kits, the modeller is left to find rod stock for the tailplane supports. (I don't know why this is!).

The lower wing came next. I have to say that I didn't like the vague butt joints at this point and had to be very careful about cleaning up and fitting. The single-



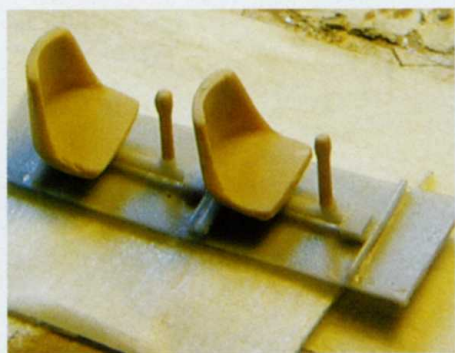
Quality injection moulded parts all on one sprue. Good start!



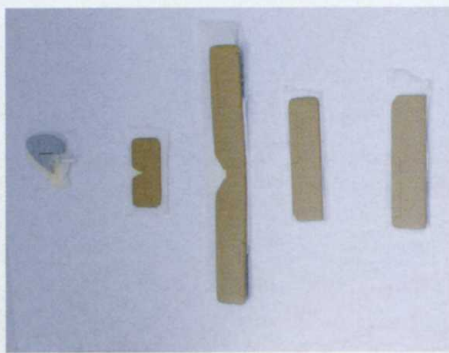
Crisp resin engine, etched fret, acetate instruments and superb decal sheet complete the package



Injection moulded parts removed from the sprue, cleaned up and ready to go!



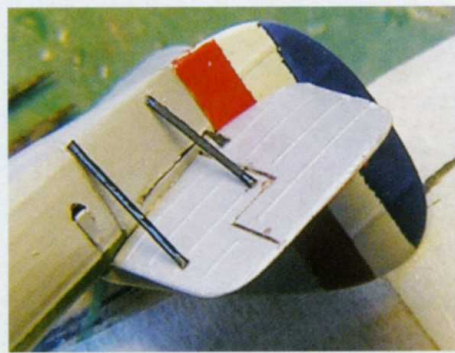
Injection seats and joysticks fixed to resin floor



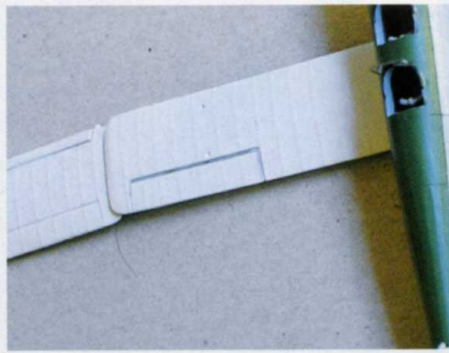
Flying surfaces masked ready to spray the upper surfaces white



The engine removed from its casting block by careful surgery to minimise damage to the exhaust system



Rod stock is needed to complete the tail



Single-piece upper wing used to set the dihedral for the lower wing



At last! 'Sunburst' decals begin to go on

piece upper wing was used to set the dihedral for the lower wing.

Decal Delight

Ha-ha, hee-hee! Now the bit I had been waiting for! I began the application of the red sunburst decals to the tailplane and lower wing. Much to my delight, they fit perfectly and go down beautifully into the detail without any help.

On With the Build

Having been fortunate enough to get hold of a second kit, (thanks Gary!) I take up the story of the build at the point where the yellow machine (K3215) diverges from the sunburst version.

This time, the lower wing, tailplane and rudder were added to the fuselage before any painting took place. The nose

section was masked off and the cockpit openings filled with damp tissue. The whole airframe, including the top wing, was then sprayed trainer yellow.

When the yellow was thoroughly dry, the nose section was painted with Metal Cote, as before, and the engine added.

Before the top wing could go on, the cockpit trim was painted buff leather and the windscreens set in place. The

windscreens are provided printed on clear sheet and if cut out and scored carefully, they fit well. I used Evo-stik 'Serious Glue' for fixing both the engine and windscreens and am grateful to Angus McDonald for the tip. (*SAM! Vol.13 issue 9 Feedback.*)

Struts and Wings

Interplane struts and aileron links were



Sunburst Tutors

The Avro Tutor's Family Tree In Vintage Photographs

The Central Flying School at Wittering, near Peterborough, had responsibility for training the RAF's flying instructors. It is not surprising then, that the School produced some of the most sought after aerobatic teams of the inter-war years, especially for the annual Air Pageant at Hendon aerodrome, in North West London.

One of the most popular features of these displays was the wonder of inverted flying. It is said that the colourful schemes worn by CFS aeroplanes evolved so that spectators on the ground should be in no doubt when this marvel was taking place.

Such colourful schemes first appeared in 1927 when CFS D.H.60 Genet Moths performed with all-red upper surfaces. These were followed, between 1930 and 1932, by D.H.60M Gipsy Moths with upper wing surfaces divided diagonally between red and white and then D.H.82 Tiger Moths sporting large red and white checks on their upper flying surfaces.

In 1933, the famous red and white 'sunburst' scheme first appeared on the School's new Avro Tutors. The display team of that year consisted of five aircraft (K3238- K3242 inc.) led by Flt Lt H. A. Constantine. Some sources give K3238 as Constantine's machine but contemporary photographs show K3240 taking up the lead position, so this seems more likely. These aircraft had the red and white sunburst motive on the upper surfaces of both wings, tailplane and elevators. The rudder bore the serial number superimposed in the national red white and blue bands, red foremost.

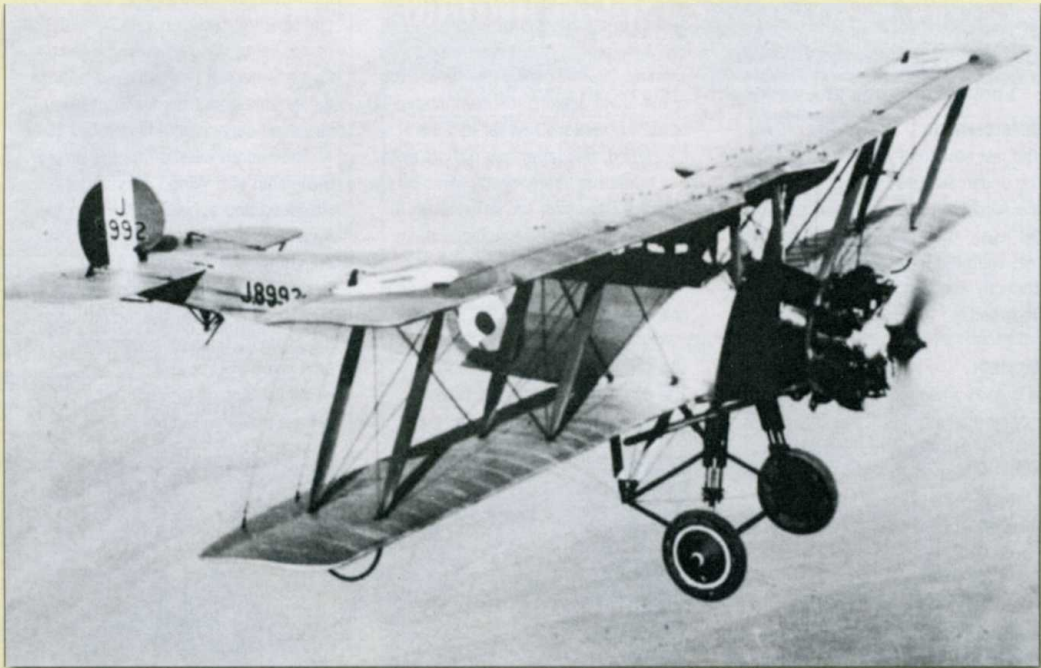
Economy reduced the 1934 team to a trio (K3363 - K3365 inc.) led by Flt Lt D. J. Waghorn. The scheme for these three aircraft was the same as the previous year, except that the rudder bearing the serial number was plain aluminium dope.

In the instructions to his 1/48

vacform Tutor, John Adams of Aeroclub writes that the three Tutors of the 1934 CFS team were without Handley Page leading edge slots and navigation lights. This started me to wonder if this might also be true of the five aircraft from the previous year, including K3241, the subject of this build. Unfortunately, the vintage photographs that I have are not clear enough to be absolutely certain on this point, but my feeling is that this was indeed true of these aircraft as well. (If you know for sure, why not send us a mail at Feedback?)



By 1918, the Avro 504K had become the principal trainer of the new Royal Air Force. This pristine example was photographed at Cranwell.



The 504 line continued into the early 1930's with the Lynx-engined Avro 504N. J8992 was photographed in 1927

One thing which I am sure of, from looking closely at the contemporary photographs, is that the five machines of 1933 had a tailskid rather than the castoring tailwheel fitted for the following year.

From the modelling viewpoint, the

most important point of all this is that the Shuttleworth Collection's Avro Tutor currently carrying the identity of K3241 and sporting the splendid sunburst scheme is, in fact not one of the eight aircraft to do so between 1933-34. It has Handley Page slots, a full complement of lights and a tailwheel.

Depending on which aircraft you choose to model, various of these elements may prove to be inappropriate.

SAMI

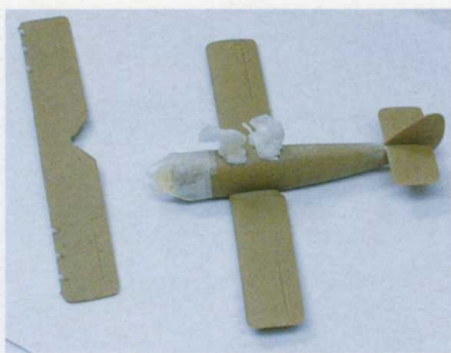
All photographs Author's collection.



Avro's first attempt at a replacement for the 504N was the Armstrong-Siddley Mongoose-engined Avro Trainer, which appeared in the New Types Park at Hendon in 1930



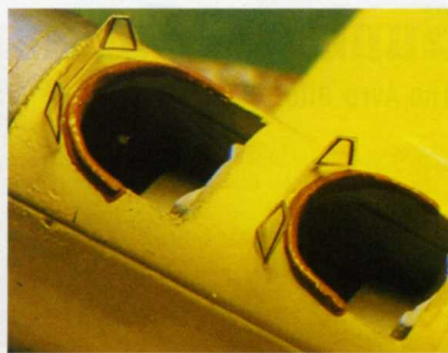
The Lynx-engined Avro 621 Tutor finally began to enter service in 1932



The second model is masked up



Nose section of K3215 painted with Metal Cote before the engine unit was set in place



Cockpit surrounds painted buff leather and windcreens set in place

painted black before being set in place in the lower wing. I used Aeroclub scale drawings to set the outward rake of the struts, in the absence of any kind of front elevation from AZ. The upper wing was then set in place.

Undercarriage

The last structural element to go on was the undercarriage. Once again, I used the Aeroclub plans to set the splay of the legs. I found that the sprung outer legs were too long to set the splay correctly and had to shorten them accordingly.

Rigging

It is good when instructions include a rigging diagram, but it has to be right. Unfortunately, the one provided here isn't. The cabane wires go from the top of the cabane 'N' strut, as shown, to a fixing point on the fuselage centreline, not to the base of the opposite strut. There are no wires from the top of the rudder to the tailplane (the rudder wouldn't move!) The forward flying wires are correctly shown doubled up, but the aft pair should be shown the same.

I used my usual synthetic brush bristles for the rigging. Once again, I tried out 'Serious Glue'. It worked well since it is quite viscous and does not travel up the bristle by capillary action, as sometimes happens with superglue (result: wire stuck to forceps). But beware! It does not shrink on drying, so a blob remains a blob!

Fiddly Bits

The etched fret provides control horns and wires and they are very good. As well as a pair for the top of the upper ailerons and the underside of the lower ailerons, there is also a pair for the top of the lower ailerons. (Shown in step 10 of the instructions.) As far as I am concerned, this latter pair did not exist.

I found the hinge mechanisms for the Handley Page slots too small, both to scale and to handle. I replaced them with my own Plasticard ones.

A pitot head completes the contents of the etched fret.

The Yellow 'un

The flying Tutor of the Shuttleworth Collection is, in fact, the original K

3215. This was an aircraft from the main production run, which served with the Royal Air Force College at Cranwell, Lincolnshire, between 1933 and 1936, before being transferred to the Central Flying School. It flew communications duties throughout the war, not being struck off service until December 1946.

The aircraft passed into the private ownership of a Wing Commander Heywood and appeared in the movie *Reach for the Sky* after which it was bought for Old Warden in 1959. Restored to flying condition and the civil register as G-AHSA, the aircraft received the overall trainer yellow scheme of its later years at Cranwell.

Whilst flipping through some of my vintage photo collection, looking for

something else, I came upon a bad photocopy of an early photograph of K3215. I don't remember where it came from, but this features the code number superimposed on the red, white and blue rudder bands and a tailskid. The overall scheme appears to be aluminium dope with Nivo upper decking stretching forward from just behind the aft cockpit, to take in the top of the engine cowl. The outer wheel hub covers are quartered (red and white?) and there appears to be a large number 11 on the fuselage sides alongside the forward cockpit.

Double Bill

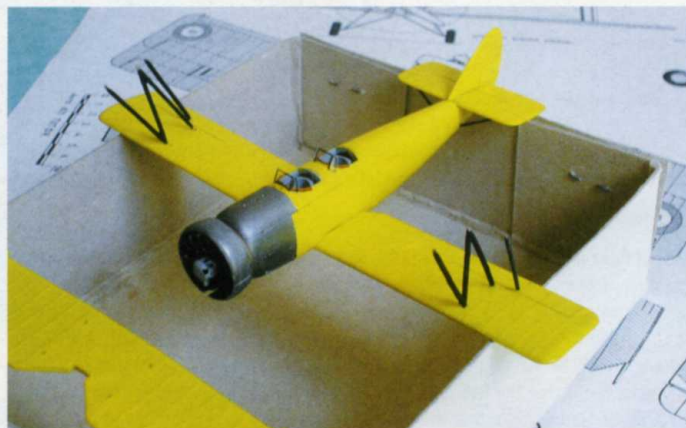
So that just about completed my Tutor double bill. I am delighted to have the sunburst version and am surprisingly pleased with the all-yellow version too. Indeed, members of my family who are not prone to share my enthusiasms have admired this latter one.

Both these 'Shuttleworth' schemes come from AZ kit 7223. They also produce a wartime Tutor of 310 Sqn. (1940) in kit no. 7224.

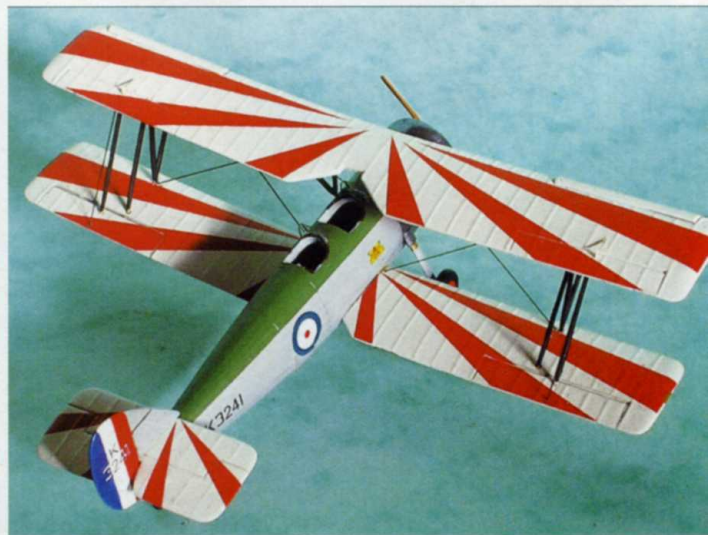
Avro produced a navigational trainer version of the Tutor called the Prefect. Whilst this found little employment with the RAF, it enjoyed considerable export success. AZ kits also cover the Prefect with kit no. 7229 featuring the RNZAF version and 7230 with a Chinese and other export version.

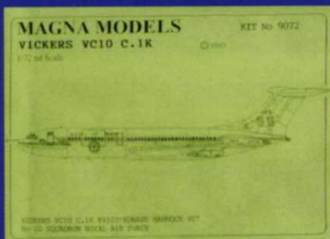
Four kits with two decal options each – Tutors galore!

SAMI



Interplane struts and aileron links were painted black before fixing to the lower wing



**VC10 C.1(K)**

Scale: Scale: 1/72

Price: £99.99

Kit No: 9072

Type: Resin

Manufacturer: Magna Models

UK Importer: Available via 54 Farcroft Road,

Parkstone, Poole, Dorset, BH12 3BQ

magna.models@ntlworld.com



Big, Beautiful, and very British

The VC10 C.1(K)

The Vickers VC10 was, and remains, the heaviest British aircraft ever built. Entering service with BOAC in 1962 it was 4 years behind the Boeing 707 and never shared in the 707's popularity with the airlines of the world. It always excelled in popularity with the travelling public, however, as it gave the smoothest and quietest ride of any jetliner of that or any other era. The original design brief was to allow operation from hot and high airfields around the Empire and as such it enjoyed what was described as 'a surfeit of flight performance,' and while this was appreciated by pilots and passengers the airline accountants noticed with regret that this showed up in the slightly higher fuel burn. 54 VC10s were built in total in a number of variants, the most noticeable change being the extra fuselage length of the Type 1151/52/54 Super VC10.

The RAF could see the benefits of a

jet transport unencumbered by the requirement for extra-long runways and in 1960 ordered their own hybrid variant under Specification C.239 that became the Vickers Type 1106 and the VC10 C Mark 1. This combined the short fuselage with the cargo door plus the wing with a 4% inboard chord extension from the 1103 and the bigger engines and fuel-carrying fin from the 1151 Super VC10. Eventually 14 aircraft were ordered in three batches and the last entered service with 10 Squadron in 1967. One of these was given to Rolls Royce for development work on the RB211 engine and was later scrapped by them.

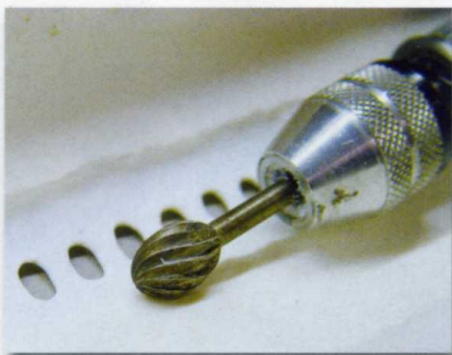
In 2008, 10 of these magnificent aircraft remain in service with the RAF, now serving with 101 Squadron. They have all been modified to C.1(K) standard with the fitting of two FR Mk 32 refuelling pods under the outer wings drawing fuel from the VC10's existing tanks. Seven converted ex-civil Super

VC10s serve alongside them as VC10 K.3s and K.4's. The C.1 aircraft have now completed 41 years of service with the RAF and have an estimated 4 years left ahead of them. The original design has certainly proved its robustness.

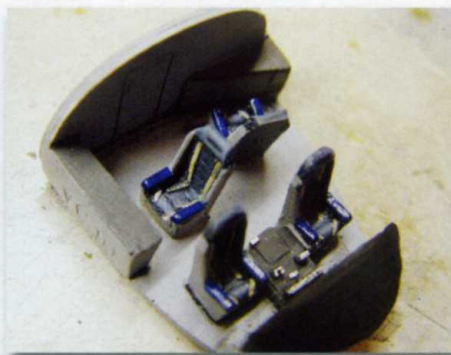
In kit form there have been two commercially available injection moulded kits in 1/144, a Standard type 1101 from Airfix and a Super type 1151 from Frog (later Novo). The Frog offering was more accurate, especially in the fin top bullet area, and it offered separate flaps and slats but it has long since retreated into the collector's vaults. The Airfix kit has been re-released occasionally and the last offering as a K.2 included an excellent decal sheet for the latest Camouflage Grey scheme. Sadly all the real K.2's have now been scrapped.

In vacform, there is a splendid Super from Welsh Models that is now appearing with resin wings and tail.

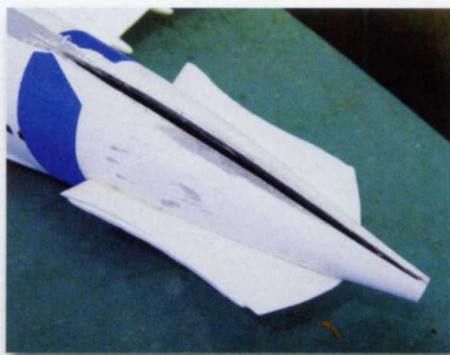
In 1/72 there once was a vacform from Airways and while this was pretty



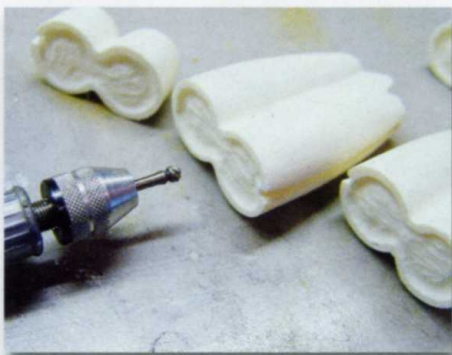
Using a dental burr the fuselage was thinned behind the windows to facilitate glazing at a later stage



The single-piece resin interior painted and ready to fit



Mating the fuselage halves together. The overall fit was good and a neat joint was achieved with a minimum of fuss



Hollowing out the mating faces of components makes it easier to get a tight accurate fit



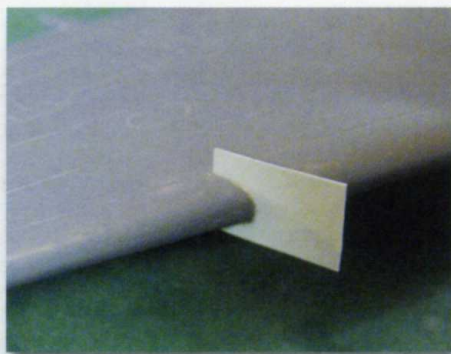
The engines feature some nice fan blade detail, and fit well to the fuselage sides



The 'lethal weapon.' The characteristic tail fin and bullet secured in place



The larger inner wing fence was fabricated from Plasticard



Outer wing fences were made from plastic tabs cut to shape in situ



A slight bulge was added over the cargo door hinge

good, the kits are now long gone. At last, though, there is a resin kit in 1/72. The Magna Models kit is offered as a C.1(K) and includes markings for the original classic scheme of white over Light Aircraft Grey with the Roundel Blue lightning flash cheat line.

The kit is packed in the usual stout Magna box but has a surprising amount of room around it. The main parts are cast in an almost white resin with recessed panel lines and the undercarriage legs, refuelling probe and pitots are included as white metal. The decal sheet is A5 sized and includes markings for one aircraft, XV103. Two vacuum transparencies are included.

The fuselage halves are stout castings with a wall thickness of about 2mm. While this bodes well for longevity, it poses a problem for the windows. These are all cast in as openings to be glazed later with Humbrol Clear-Fix, however 2mm is thicker than the ideal for Clear-Fix to glaze and remain flush. With this

in mind I used a mid-sized elliptical burr in a motor tool and thinned the fuselage from the inside around the windows. The windows themselves allow the remaining thickness to be constantly checked and I soon found myself buried in a mound of resin chips with window frames at the same thickness as an injected airliner kit.

The fuselage halves each have a poring lug at the nose that I removed with my trusty razor saw, leaving 0.5mm spare resin attached for a final clean-up later. There is an addendum in the instructions stating that an extra straight saw cut is needed along the cockpit sill. A check of the mating cockpit glazing part showed that this too was moulded with a straight lower edge. I then cleaned out any flash in the cabin windows and gave everything a good wash with washing-up detergent in the kitchen sink.

The cockpit interior is cast as one piece with four seats in place around the

panels, consoles and tables of a 1960's home for pilots and flight engineers. The detail here is fine, including harnesses on the seats, so for the limited vision that will be offered by the finished model I felt no need to add more. I painted the walls medium grey and the seat cushions dark blue with pale straps and with this fixed in place I went looking for 50 grams of something dense to add to the nose as per the instructions. This does not seem much but the main gear of a VC10 is well aft. I still taped the model together for a quick check but my fears proved groundless. 50 grams it was, made up of scrap white metal epoxied below the cockpit floor. Lastly before closing I sprayed the cabin interior matt black.

To fit the fuselage halves together I first used masking tape and when fully satisfied that everything lined up either side of the joint I tacked the parts together with a few drops of runny cyano. I then removed the tape and had

a good second look. All was fine so I now ran a bead of trusty Zap-A-Gap all the way around the seam. This makes the joint really solid and fills any small gaps perfectly. I painted the cured glue and the area around the joint with grey primer and started sanding the seam. Painting this first allows you to see where you are sanding.

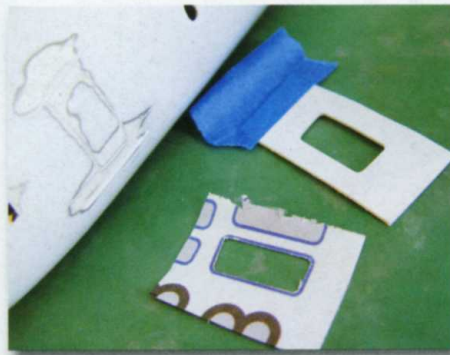
There is a tendency when sanding seams along the top of a rounded fuselage to flatten it off. I counter this by periodically topping the upper curve up with Gunze Sangyo Mr Surfacer 500. This high build primer filler can be brushed on, dries fast, and can be sanded and polished to a fine finish. After each cycle I checked around the panel lines crossing the joint to deepen those that needed refreshing. There was one panel line that I started to dislike. The circumferential line around the forward fuselage ran across the cabin roof at an angle other than 90 degrees to the fuselage axis. As the roof of a



Rain strips made from Plastruct strip



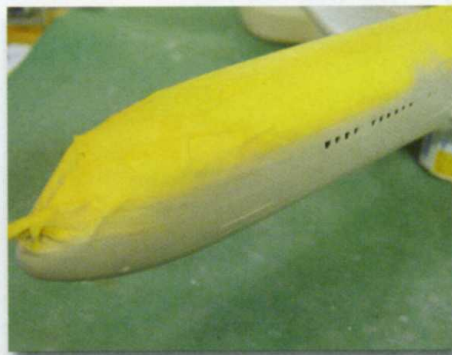
The airframe has now come together into a solid entity, and is becoming very, very big!



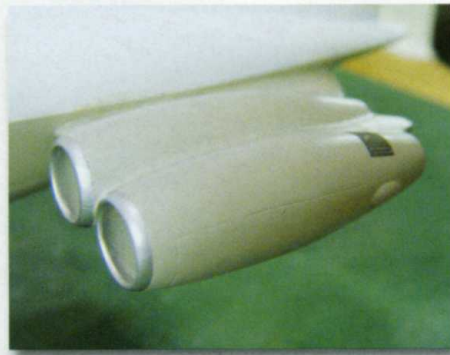
Repositioning the forward door was a necessary, and comparatively painless, task



Windscreen masked for painting and white-metal pitot in position



The overall coat of grey looked very tempting



Light Aircraft grey and White have been applied, and detail painting is underway

white-top VC10 shows no visible lines I decided to fill the panel line with *Zap-A-Gap* and polish it flush.

The flat face to the front of the fuselage needs sanding square and as usual I first hollowed out the centre with a motor tool and burr so that only a narrow ring around the outside needed sanding true. I repeated this process on the separate nose cap and was rewarded with a good face-to-face fit. I tacked the cap in place with low viscosity CA. The cap joint is not placed on a panel line so the joint can be filed and polished to oblivion. The actual panel line is cast on the nose cap about 3mm forward of the joint.

The rear cone for the fuselage, with the exhaust for the APU, is supplied as a separate casting and I fitted this next taking care to fit it with the exhaust uppermost

At this point I gave some thought as to the best order of assembly. As it is easier to align a fin to the wings than vice versa, I determined to fit the wings

next. Given that this was going to reduce the amount of fuselage available for holding the model I decided to leave the transparency off for the time being to save it from damage.

The wings are cast with large location lugs at the roots that fit into sockets on the fuselage sides. I repeatedly dry fitted them, trimming small amounts of resin away from the lugs until I had a solid datum for the wings fore and aft. I then applied a generous portion of rapid epoxy to the wing socket on the port side of the fuselage and pushed the wing into place. As soon as this started to grab, I repeated the exercise to starboard. Epoxy has a forgiving phase in its cure time that allows the modeller to adjust, bend, scrutinise, hold up to a square datum, tweak again and do all those other things that we do while getting the alignment just so. I did all these to the wings and kept checking the alignment until the epoxy became quite solid. Then, after a last check, I ran a good bead of *Zap-A-Gap* around

each wing root joint. This locked the wings solid and filled the last vestige of a joint gap, though to be fair, the joint on the upper wing surface was vanishingly small, showing off a very good fit of parts.

The model had suddenly become quite large and now started knocking tins of paint, tools and cups of coffee off my bench as it was handled. There is also a temptation to balance it in the lap while working but now, in the nose-up position, the flap track fairings dig into the legs like a row of teeth. Ah, the joys of modelling!

The fin is a lethal weapon. It is large, cast as one with the fin bullet, and this has a really sharp point at the rear. The casting cleans up easily, the only work being that needed to sharpen the panel line between the fixed and moving part of the bullet. Fitting the fin was fast; I taped it in place, adjusted the angle until happy and then touched on runny CA to the joint between the pieces of tape. I removed the tape, checked again,

then did the deed with the *Zap-A-Gap*. When this had dried hard, I used Swiss files to sand it down flush. On resin or cured CA, a Swiss file will remove material swiftly yet leave a smooth surface finish that needs no polishing.

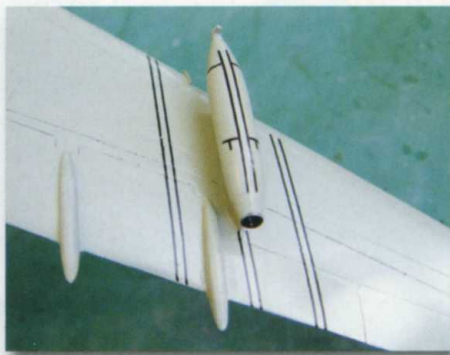
The model was now bigger still, and that sharp bullet spike was the aftermost point of it. Having stabbed myself twice I took to spiking a chunk of foam on the end of it as I turned to the engine pylons. These are cast with quite secure locations to the fuselage at a positive dihedral angle. I used a piece of Blu-Tack to hold them on while I tweaked the angle and then glued them in position.

The engine nacelles are each cast in two parts, split fore and aft. There is good fan detail in the intakes and turbine detail inside the deep holes in the exhaust. As I had with the nose cap, I hollowed out the centres of both mating faces before sanding the outer edges flat. This gave me an easy face-to-face fit but I was left with the edge of





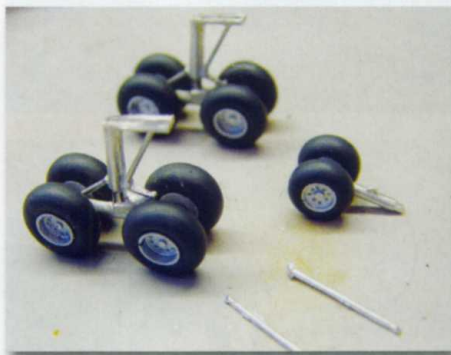
The model at an advanced stage, ready for decaling



The refuelling pods are solid single-piece resin castings



Adding the complex window framing from decal strip



The impressive metal main undercarriage. This will need to be robust to support the considerable weight of the model



A sublime finishing touch – the landing light



The replacement wing fence and neat wing root joint

the forward parts slightly proud of the after ones. Fifteen minutes with my files soon fixed that, though.

The fit of the engines to pylons is quite straightforward but one is immediately struck by the amount of toe-in they are set at. Checking photos taken from the rear (there are some great reference shots at www.airliners.net) showed that the angle was correct, it just seems much more apparent until the horizontal tail is fitted.

The model was already every inch a VC10. It was also now even bigger, and needed its own table to rest on while we were not working together. I was now working on the cockpit glazing, and as on all Magna transports, the windscreen is moulded with a section of the cockpit roof giving a good area for blending the resin fuselage into the vacform plastic cockpit cover. The kit provides two transparencies moulded back to back and I spent a while trimming and checking fit. The fuselage has a very useful locating ridge cast on at the top of the curve but I added a few more solid mounting points at the lower rear edge. When the trimming was done I dipped the transparency in Johnson's Klear, allowed it to dry overnight, and then masked off all the areas that would end up clear before fixing it in place with epoxy. There then followed a few evenings of applying and then gently sanding down filler and Mr Surfacer, then repeat, until the upper curve blending was seamless.

There were still a few odd parts to fit. This VC10 has two sets of wing fences, big ones inboard and small ones at the outer edge of the chord extension. The



kit supplies a flat resin sheet with these parts on but I used the large fence from this as a pattern for a pair cut from 0.25mm Plasticard. I sharpened the outside edges of these to make them more knifelike and deepened the locating slots in the wing surface for them with a razor saw before fitting them in place. They are set with a quite pronounced sideways lean toward the fuselage. Rather than trying to get small fences to fit outboard, I cut right through the leading edge and slid a piece of oversize Plasticard into the cut, which was easily shaped into a fence and required no filling and filing at its root. I also fitted the refuelling pods. These are supplied as one-piece castings with a metal propeller and they fit to the wing underside well. I paused before fitting them as they do clutter that beautifully clean wing, but I wanted to finish the

model in the last white and grey scheme with the blue and white door outlines and this scheme was only applied after the conversion to C.1(K) standard.

The VC10, like most airliners, features rain sills above and below the cabin doors. The forward port one in particular stands out, as the upper sill is angled with the fuselage upper line. I added these by tacking on sections of half-round Plastruct strip styrene and then sanding this down to a shallower section. I also added a slight bulge over the cargo door hinge, and as I intended using some MV lenses to add sparkle to the landing lights in the lower forward fuselage, I deepened the cast recesses with a drill that matched the lens size ready for fitting later.

Time to prime. I gave the whole model a coat of Halfords grey primer. Actually I did this in two halves as it is

so large and I had to hold it somewhere while waving it around in front of the rattlecan. I immediately thought how good it looked in all-over grey - Halfords is not far off Barley Grey - but I filed the thought away for next time. I had the usual plethora of small defects to fix and then I gave the upper surface of the fuselage an undercoat of Halfords Appliance White. While this paint has a tendency to fill fine panel lines, there are precious few on the roof of a VC10 and I value the solid white high gloss finish. It makes the later coats so much easier.

I used my favourite Gunze Mr.Color gloss white next on the roof, fin and tail planes and when this was dry I started masking. To get the demarcation right so that the lightning flash cheatline would cover it up I copied and printed off a copy of the decal sheet so that I could cut out the zigzag portion and use it as



reference. There then followed a lot of masking, using Tamiya tape for the important edges and blue household tape for the rest. As I had to cover the entire tail assembly this took a while. Next I applied the Light Aircraft Grey lower surface paint. There is about half an acre of this colour to apply so make sure your stocks are topped up before you start. I did find a problem here. The position of the cheatline on the forward port fuselage would not run across the cabin door in the right place, and I concluded that the door was scribed in too high a position and wished that I had spotted this before I had carefully put my sills on. I cut the sill off, filled the door outline and sanded flush and then cut out a scribing template from Plasticard. This worked well and soon I had a door in the right place with new sills attached.

Off with the masking and the bright shiny model was looking the part. My enthusiasm at a high, I went into decal mode. I looked at the cheatlines on the sheet for a long time before I decided not to use them. One, I was not sure about the colour and two, I really prefer adding cheatlines one piece at a time. I broke out some sheets of Xtradecal Roundel Blue stripes and cut out strips and tapered sections to my requirement. I had masked the paint demarcation line halfway up the windows and I knew from past experience that the Xtradecal stripes

are opaque enough to hide this. As I fitted each strip into place I trimmed the ends by gently rolling a No.10 scalpel blade across at the angle needed. The only way to do this is to rest the fuselage across your legs with one wing uppermost so I let the port side dry over night before starting the starboard.

Despite my earlier care, I still found my demarcation line showing in places. To fix this I airbrushed a swatch of clear decal film with Light Aircraft Grey, trimmed pieces to fit and used this to tidy up the errant edges. To keep all of my roundel blue the same tone I used roundels from Xtradecal generic sheets. All was fine until I came to the fin flash. No decal sheet has a flash this size so I used the kit one and found that on the white fin the colour match was fine. The kit sheet includes really useful cabin door outlines and small separate strips of white striping to add the contrasting outlines across the cheatline. This was very thoughtful. There is a union flag for the forward port door and a banner to go next to it but no 10 Squadron crest to place above it, so I found the image on Wikipedia of all places and printed my own decal on an Alps. By the way, if you want to do this kind of thing and you don't have an Alps printer, Hannants now stock the Experts Choice inkjet printer compatible range of decal paper. As this decal is going on a white surface, printing it on clear paper will

work just fine.

I used the kit codes and serials but the serials on the engine pods looked wrong. Photos showed that it was too small so I replaced them with by using individual letters from a Modeldecals sheet.

The other major decal job was the cockpit canopy framing. The VC10 has three small eyebrow windows above the main group either side, all of which are odd shapes and sizes. I used strips cut from a solid white decal sheet and referred constantly to the best photos I could find. The last blending in was done by setting my Badger 150 to fine and ghosting in the edge of the white decal to blend it into the white paint.

To open up the window holes in the decal cheatline I started by carefully trimming out each oval piece and then painting the window frame with a black Gundam Marker, but then discovered that cutting a cross in the decal over the window followed by application of Micro Sol caused the decal to suck back into the opening and hide the white and grey of the window frame. This was much easier. When dry, I glazed the windows with that miracle in a bottle that is Humbrol Clearfix. With my earlier inner window frame thinning, the Clearfix pulled back flush, smooth and water clear. I now gave the whole model a coat of Gloss Lacquer. That settled everything down nicely.

The kit features heavy-duty pewter

landing gear legs and resin wheels. I pre-painted all the parts and made up each main bogie before sanding the base of each group of wheels flat as one. The mount in the wing is a solid flat plate so that once the nose gear is in place the main gear can be fitted with epoxy and the model then immediately rested on the wheels ensuring that they all end up touching the ground.

Just a few finishing touches left to add. The pitot static fairings are included as metal castings but I made a pair from styrene strip and brass rod that pleased my eye so I used these, posed at the unusual tilt and angle required, pointed down and aligned with the side of the fuselage rather than the direction of flight. The resin main gear doors finished it all off and I could set the model down to look at. Last of all, I fixed the MV Lens landing light in place. The model winked at me.

It is a big model. Although the fuselage is smaller than that on a Belfast, the huge tail gives the overall model the haughty, graceful character of the original. The short gear and low stance give it the right sit too. If mine does not sit quite nose-low enough then that is down to my fitting of the nose gear and I may adjust that at a later date. Overall it is big, beautiful and very British. Building it is definitely worth the pain.

SAMI



New Cat on the Block



Plane Name

Scale: 1/48 Kit No: 8221

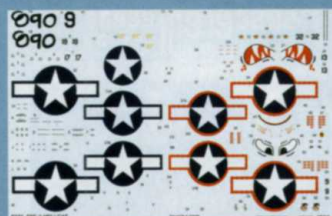
Price: £17.99

Type: Injection Moulded Plastic

Manufacturer: Eduard

UK Importer: Hannants/LSA

US Importer: Squadron



The Hellcat can lay claim to one of the best kill-to-loss ratios of the Second World War, a fact exemplified by the now legendary 'Great Marianas Turkey Shoot' of 19th June 1944, when Hellcat pilots shot down some 350 enemy aircraft. Following this, on the 12th and 14th October, a further 300 enemy planes were shot down with the loss of only 27 American aircraft.

The Grumman Hellcat was designed and built at Bethpage, California and first took to the air on 26th June 1942. The Hellcat was in fact only being built as an insurance against the possible failure of the Vought Corsair. Of course the latter was hugely successful, and the Hellcat turned out to be an added bonus.

The new design centred around the already proven Wildcat with a new more powerful R2800 Twin Wasp engine installed. This added another 25% power, giving the Hellcat a top speed of 380 mph and a service ceiling of 37,500 ft. It soon became clear to the Navy that they had a winner. They required a machine that could absorb punishment, have a decent range and could carry heavy armament. With all

this in mind the finished plane would not win any beauty contests, but in a fight this cat could certainly hold its own.

By January 1943 the Navy had its first squadron VF-9 on board the USS Essex and then it was off to war.

At the war's end Hellcat pilots had shot down 5,156 enemy aircraft with a loss of only 270 Hellcats. In the famous words of Cmdr Eugene A. Valancia, "if the Hellcat could cook I'd marry it." Compliment indeed.

The Kit

There have been a number 1/48 Hellcat kits over the years, most notably Monogram, Otaki and Hasegawa. Now we have the latest offering from Eduard. Eduard call this sort of kit a 'Luxury Model' so let's see if it is.

The kit comprises 108 light olive coloured plastic parts, 17 clear plastic, 2 etched brass sheets (one of which is in colour), a set of masks for the canopies, a superb looking decal sheet with good colour density and perfect register and finally a 16-page instruction booklet in full colour. One thing that impressed me was that with

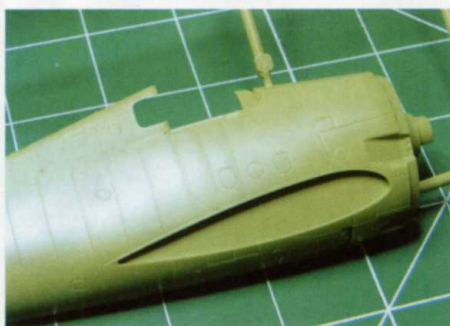
each colour profile of your chosen aircraft Eduard have given a short history of the aircraft, which is always useful and extremely interesting.

There are 5 colour options:

- F6F-3 with a probable BuNu 66016 of VF-16 flying from USS *Lexington*, in September 1943.
- F6F-3 BuNu 2813, flown by Lt C.K. 'Ken' Hilerbrandt, of VF-33 from Ondonga, December 1943.
- F6F-3 BuNu 40090 of VF-1, flown by Lt. William C. Moseley, flying from USS *Yorktown* in June 1944.
- F6F-3 BuNu 40467, flown by Lt Alexander Vraciu of VF-6, flying from USS *Intrepid* in February 1944.
- F6F-3 Flown by Lt. Richard E. Stambok of VF-27, flying from USS *Princeton* in October 1944.

The Build

The first decision to make is whether you want to use the moulded instrument panel or the excellent brass set. I chose the coloured brass without hesitation. I then set about constructing the cockpit itself. Eduard provide a floor, seat, back bulkhead, rudder pedals, a control stick and two side panels that have adequate detail on



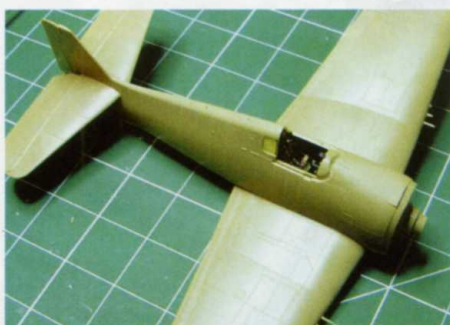
A closer look at the detail on the fuselage



The engine after painting and weathering



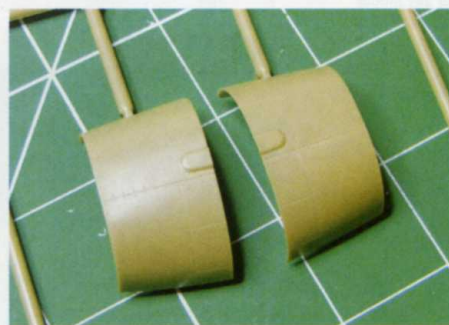
The completed airframe under preparation for painting



Eduard have captured the surface detail superbly. Here the model is drying following a good wash down and application of Testor's Plastic-prep



The under surfaces progress. Here the kit gun barrels are still in place



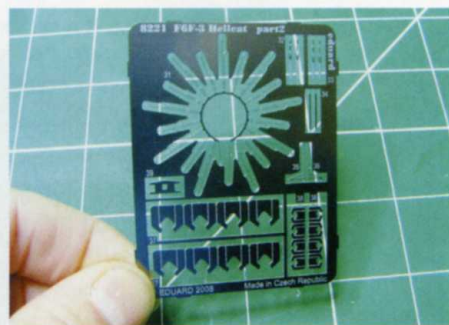
Eduard offer three different cowlings, depending on your choice of machine



The aircraft has been primed and pre-shaded prior to the final finish commencing



The bottom now ready for the final colour



The brass set for the exterior details

them. Even though it was early on in construction, all of this including the instrument panel was sprayed Xtracrylix interior green. After this was dry, detail painting was done on the side panels in matt black and then dry brushed with light grey. I then picked out the smaller details in various colours from Tamiya.

Now came the time to fit the coloured brass set. I started on the instrument panel first. When it is

complete it looks fantastic, and was followed by the seat belts, which also look very realistic.

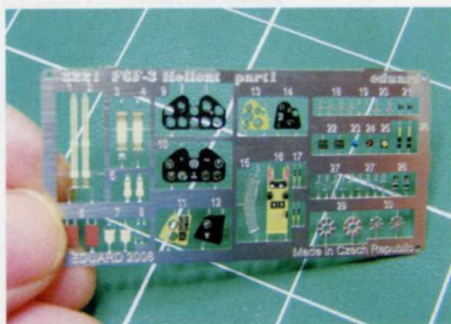
The engine was next and this was pretty straightforward, just two rows of cylinders painted in Games Workshop Silver and then a black wash for the recesses, and a dry brush of silver onto the fronts of the cylinders. I then fitted the photo-etched ignition harness

followed by the pre-painted magnetos and reduction gear housing.

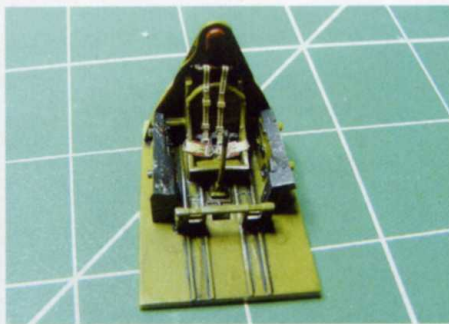
The tailplanes come as separate parts. The ailerons are also separate and the down side of this is they cannot be fitted in a realistic position. They fit via two small tabs, which could be cut off and repositioned - it's your choice.

The wings come as upper and lower halves. All that is needed here is to fit the undercarriage housing into position and the machine guns (parts A8 and A9). I did have a problem with these parts as they come as a complete unit and I

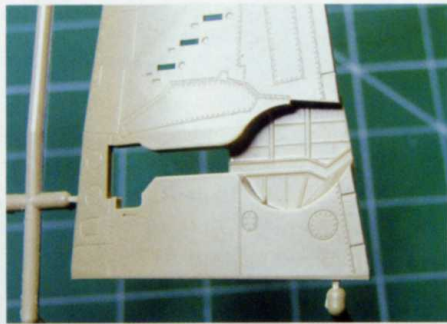




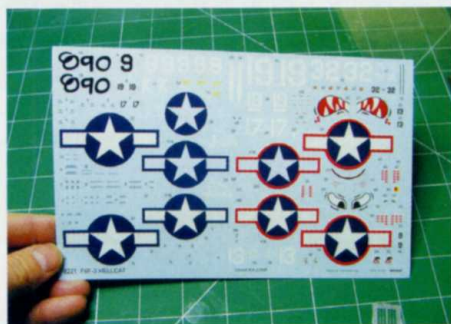
Eduard's colour etched sets make an enormous difference to any model



The completed cockpit ready for installation



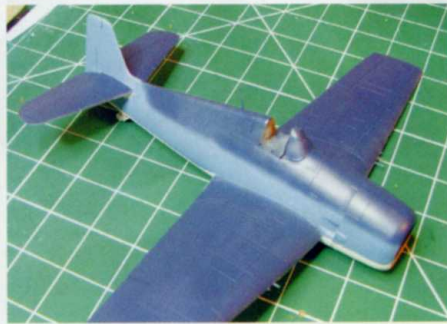
Underwing detail here showing the nicely moulded wheel bay



The decal sheet has everything you could ask for



Panels are provided with and without raised detail, so the modeller can choose to paint, or embellish with etched parts



The top colours now applied and looking good

would have liked to have placed the guns into their holes after all the painting had been finished as I could see these being broken off during the clean up stage. You may wish to cut them off, drill out the gun holes and refit later on with a piece of small diameter tube, as I did.

With the wings together I now fitted the ailerons and flaps but once again I was disappointed that they could not be repositioned.

Before attaching the wings and tailplanes I thought it would be a good

idea to clean up the fuselage joins. I also checked the rear fuselage for accuracy and Eduard have got this area spot on. They have moulded the sheet metal in an overlapping fashion, diminishing as it nears the tail, which is absolutely right. With this done I fitted the wings and tailplanes. The fit of these parts was perfect – no more to be said. The rudder was next and again presented no problem.

At this time I wanted to fit together the engine cowlings. Eduard provide three different types of cowlings, and all three show slightly different styles of exhaust outlet. Make sure you check

your references so you fit the correct cowl to the version you have chosen. There has also been much debate about the famous Hellcat Grin. I think that Eduard has got it just right.

Undercarriage

With everything painted it was time to construct and fit the undercarriage units. These consist of a sturdy looking main leg to which there are a number of parts to be fitted, such as the compression link and retraction arm etc. When all the parts are fitted this looks very busy. The fit of the leg is quite strong thanks to the square locating point.

I constructed the wheels next but when they had been completed they looked a little on the thin side to me. If you are not completely satisfied with them there are resin alternatives available.

I did use the external fuel tank (which I painted and fitted at the final stages of construction). I chose not to use the bombs or the bomb racks despite the fact that they do look very nice.

Painting and Marking

Now that all the construction side was complete it was time to prepare for painting. Firstly I washed the model in warm soapy water and allowed it to air dry. Next I wiped the airframe with Testor's Plastic-prep to eliminate all traces of grease etc, but this cleaner also renders the surface dust and static free, which is very helpful when getting ready to paint.

The scheme I had chosen to do was scheme A in the instructions, an F6F-3 flying from USS *Lexington* in 1943. This aircraft sports the national insignia encircled with red. However, the red borders were removed about a month later because of the confusion with the Japanese markings. I preferred these markings because the finished aircraft is more colourful and vibrant.

Before I put on the main colours I sprayed on a coat of primer. I generally use Halford's primers and in this case I used their grey. I then pre-shaded with thinned Tamiya Flat Black. When this was dry I sprayed the first of the main colours on the bottom of the aircraft, USN Non Specular White. This is slightly off-white, making





it look more realistic. With the white now masked, the next colour I used on the side of the machine was Intermediate Blue (FS 25164), followed by Sea Blue (FS 25042) on the wings and the fuselage. All of these colours were obtained from White Ensign and are excellent products to use.

With the paint now dry (I leave mine to dry overnight) I prepared the model for the decals. I started off by applying two good coats of Johnson's Klear. Once dry, I was ready to start, and everything went on without a hitch. Once again I left them overnight. I tend to use Micro Sol and Set to help the decals settle on to the model.

Next morning I made up a small amount of raw umber paint wash, and ran this thin liquid into some of the recessed detail to show a little shadow and emphasise the gap between the flap and the wing. Next I checked over

the model to make sure everything was OK. Happy the with result so far I gave the model a coat of Xtracrylix Flat Varnish.

Final Stages

We are now nearing the end of this build, but there are a few more things that have to be done before the model is finished. Firstly, paint all the wingtip and recognition lights. Eduard have made painting the wingtip lights easy. They have moulded a small indent to the back of these, and they only need a drop of clear Red and Green. The other lights I painted in situ on the sprues making it a lot simpler. The radio aerial was then fitted, for which I used a very thin elastic from my stock cabinet, but it is generally available from the haberdashery department of a good department store.

The external fuel tank was fitted



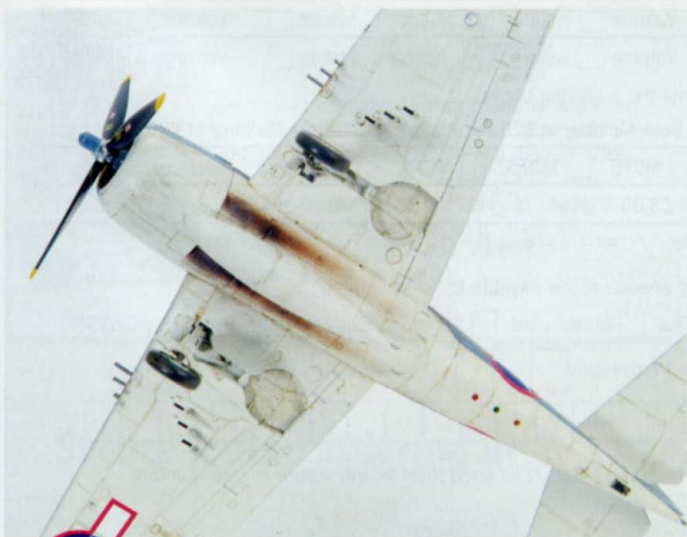
along with the wheels. I had already painted and marked the propeller and it was the very last part to be fitted. It really was the icing on the cake! What a stunner this aircraft turned out to be.

To sum it all up, this kit follows on from the Bf 110 and the Fw 190 models and Eduard have now produced another almost perfect kit. My only minor criticism is the way they have moulded the gun barrels and the possible thinness of the wheels. These small points are easily rectified and the

kit really is superb. The ease of construction, the inclusion of the brass sheets, the clear and well laid out instruction sheet and the lovely moulded details all add up to make this a must-have model. For around £20 this is really good value for money.

From the moulds I suspect that Eduard will eventually release the F6F-5 and possibly the Royal Navy MK 1 and Mk II. Well let's hope so.

SAMI



ModelKraft 2008

This year the Milton Keynes Model show was at a new venue with model clubs and traders spread over three floors of the Stantonbury campus in Milton Keynes. The quality of the models on the competition tables and on the club stands was to a very high standard and in this photo report I have included a selection of models that caught my eye.

The show appears to have been successful with almost as many visitors as last year with a large amount of money being raised for the Willen Hospice in Milton Keynes, and hopefully with this new venue the show's future has been secured for the foreseeable future.

SAMI



Not strictly speaking an aircraft, but a stunning piece of work was this Vostok space capsule after its touch down on the Russian steppes.



This nicely done 1/144 VC-10 tanker in an RAF anniversary scheme was also in the competition



I was surprised to see so few 1/32 F-100 Super Sabres on the tables but this beautiful French example was in the competition



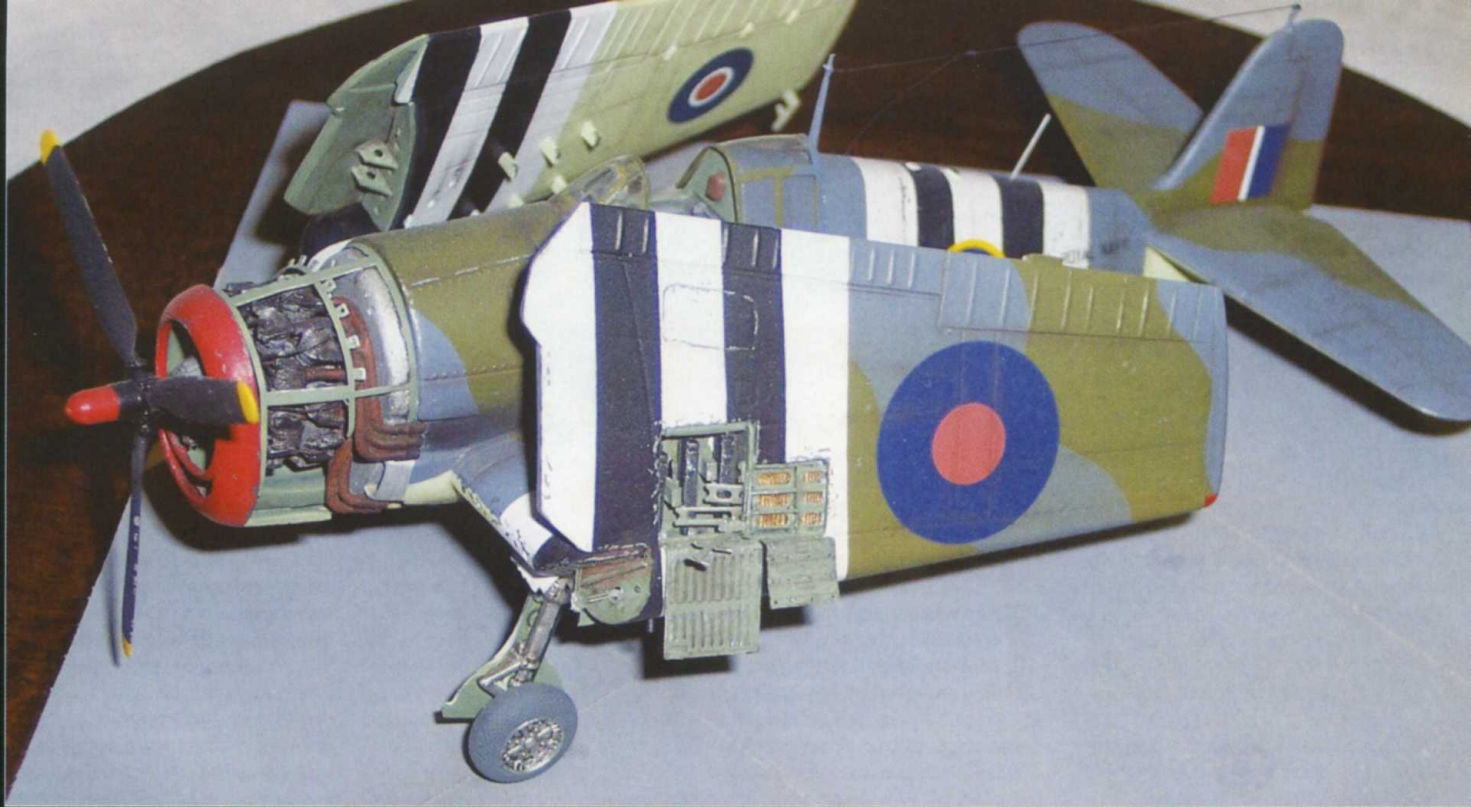
Who says Spitfires have to be boring? - this one was used to bounce trainee fighter pilots



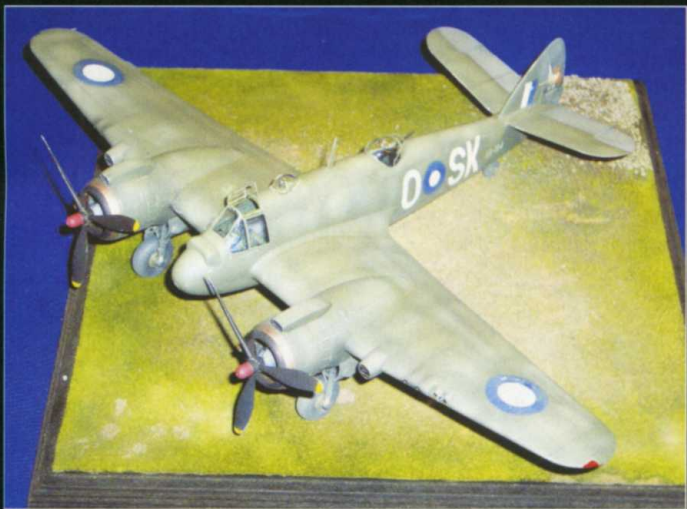
I was not alone in trying to find non-German markings for Tamiya's Storch - this RAF example was seen on a club stand



Large scale 1/32 Israeli air force markings using the recent Isra Decal sheet



This well detailed 1/72 Wildcat was seen on the competition table



You can almost feel the heat from the south Pacific sun on this beautifully weathered Beaufighter



A splendid metal finish was seen on this Hasegawa 1/32 scale P-47 Thunderbolt.



A really nice Greek 1/32 F-104 and a very original way to display a 1/144 Jaguar in the background



A trained money spider might have been handy to rig this beauty

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Burningham receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Limited. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



Halifax Modeller's World carries a wide range of kits and accessories, and is well worth a visit. See www.halifaxmodellersworld.co.uk



Canberra Tips

LETTER OF THE MONTH

I read with interest Tony Gloster's quick build of the new Airfix Canberra B(I).8. Excellent work Tony and it brought back many memories of working on these aircraft in this particular scheme, although in 1963, 16 Squadron was safely and very permanently at RAF Laarbruch and not RAF Bruggen. Also, nothing larger than 25lb practice bombs were carried beneath the wing pylons, we certainly did not see anything as sophisticated as rocket pods. This is just a note for future modellers of the B(I).8 as I appreciate that Tony has modelled from the box.

A few other points of reference when

modelling the B(I).8: the direct vision panel on the bomb aimer's nose glazing is central at 6 o'clock and not offset to starboard as with the B.2. The wing nav light perspex covers are of a two-stepped shape and are clear with coloured bulbs, and the tip tanks have a nav light at the nose with a prominent conduit routed externally from under the wingtip to the light. The serial number is also displayed in white on both nose wheel doors.

There is a fuel dump pipe exiting at the rear fuselage starboard side just forward of the tail bumper.

The flying controls on all marks of Canberra (with the exception of the PR.9's ailerons), are not powered in any way so unless flying control locks are

fitted, which are quite visible lumps of red metal with warning flags attached, both ailerons will droop two and a half degrees down, the rudder will go where the wind takes it and the elevators go trailing edges up. After a short period on the ground the flaps will start to bleed down and it was common practice to leave the bomb/flare bay doors open on the ramp to facilitate servicing.

The most accurate source when modelling a Canberra, as with any subject, is always to take your references from photographs of the particular aircraft you are modelling.

Les Burningham
By Email

Skills to Spare

I was very glad to read the letter in the latest issue of SAMI regarding the after-school modelling club set up by Gary Jarman, as my wife and I tried something similar during a recent school fair at St Thomas Primary school in Newhey near Rochdale, which is my son's school.

The idea was that we would sit down at a table with the kids and help them to build a model which they would buy for a nominal charge, thereby introducing children to the hobby whilst also raising funds for the school.

We initially approached Revell UK some months before the fair to see if they would be willing to contribute a box of easy kits free of charge. After an initial encouraging response this had not been sorted in time, but luckily Dave Smith at Halifax Modellers' World rescued the stall at the eleventh hour by contributing over £200 worth of kits from his shelves free of charge, and the stall was a resounding success, so thanks ever so much, Dave!

Indeed it was by far the most popular stall at the fair and as the table could only seat six kids at a time we had to introduce a booking system as a large queue of children aged 5-16 had developed. After an extremely busy but rewarding four or five hours we eventually ran out of kits, and surprisingly it was the girls who were far



keener to have a go at modelling than the boys, with many coming back for another sitting.

Most of the children had never seen a model kit before and unlike 30 years ago when every youngster wanted to build a Spitfire or Bf 109 these were not particularly aware of any specific types of aircraft, and were happy to build anything as long as it was easy, fitted together well, and looked good once

finished. We did have some cars and tanks to build but aircraft were by far the most popular subjects.

It is very important that children are allowed to enjoy themselves when building their kits, however, as any criticism from an adult about panel lines being in the wrong place or glue on the transparencies will just put them off. They just need some gentle encouragement – in other words don't get involved if you are a rivet counter and cannot stand to see a perfectly decent kit ruined by sticky little glue filled fingers! We were all there ourselves once, and in some ways many of us still are!

All the best and happy Modelling
Tony O'Toole
By Email



Always a Pleasure

First of all many thanks for your excellent title, which has served me many times as a great source of information for my modelling projects.

Recently, I built the Pavla Models 1/72 Skua and of course I didn't miss your article on this subject. I understand the Skua must be one of your favourite British classic aircraft, so just for your enjoyment please find enclosed a few pictures of my kit. Hope you will like it. I know some things didn't come out well, but I am glad I finished it. By the way, a



new 1/72 MPM/Special Hobby kit was just announced...

Thanks again and best wishes,
Libor Jekl
Czech Republic

Mex Facts

Slightly 'behind the times', but I just noticed an error in the article on Page 6 of the January issue regarding the Model Engineering Show...

The second paragraph states: 'Plastic modelling will be making a first time appearance at the show and scale plastic model making will be showcased.' That is NOT correct!

In 1984, I was amongst the members of the IPMS Farnborough Branch who mounted a display and modelling demonstrations at the Model Engineering Exhibition held at the Wembley Conference Centre. Although not 'showcased,' our plastic models and

techniques were on prominent display in a spot near the main entrance, where all visitors to the event passed on their way in and out. A photograph of our stand and some members (including myself!) appeared as part of the MEE report in the April 1984 issue of Scale Models International, and we were mentioned in the text.

Therefore, I believe that we (the IPMS Farnborough members of the time) gave plastic modelling its first-time appearance at the event, *not* our contemporaries almost a quarter-century later!

Andy Sheppard
By Email

Gasworks

Just a quicky as you're continuing with this welcome trend of looking at cross-over kits for air/ground dioramas etc. There is an outfit in France, Quarter Kits, who specialise in those products in 1/48 and they are also the online presence for Gasoline and Tarmac resin figures, kits and conversions. Like CMK, they do some nice conversions



for the Tamiya 2.5 ton truck including a radio truck conversion which you can spice up with a 1 ton Ben Hur trailer and generator. They can be found at www.phpshopxml.com/quakit.shop/

John Levesley
By Email

SIGINT

Whilst it's flattering and heartening to hear that we 'always put on a superb and evocative display', I feel I must point out that 'presided' over the Airfix table, at the Bolton Show, is a tad misleading.

Granted, there were many old Airfix kits there belonging to members of the CBK SIG, but not exclusively and the Airfix Theme was the premise of the IPMS-UK Bolton Branch. As I understand it, this theme was also to include the appearance of the new Nimrod and a visit by a Hornby-Airfix member of staff.

That I hung around the stand, wearing my CBK T Shirt, is only evidence that my only friends are old Airfix kits and, if this caused you to believe that I was 'presiding', then I most 'umbly apologise. Clearly, you missed the friendly bunch of blue-shirted IPMS-UK staff at the opposite side of the room from me. (Like I said...I have no



friends).

That the Airfix Theme table did so well is a testament to the organisation of the Bolton Branch and the small detail that, inside us all, is a classic British modeller aching to get out and about...even if you're only 10 years old!

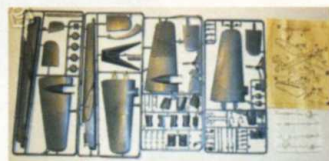
Best Regards
Bruce Leyland-Jones
CBK SIG Leader



Not One Whit

Hi, folks, firstly let me apologise if I have sent this to the wrong person. Being a very lapsed modeller, I am nevertheless an avid reader of your splendid magazine. After getting it delivered for four years I still cannot recall seeing any sizeable article regarding any kit of the Whitley bomber. I remember building one many years ago in 1/72, and if my hopeless memory serves me correctly, it was issued by Frog. I have always been a devotee of early WW2 Bomber Command - fantastic to see the 1/48 Hampden appear lately - and I am wondering if you could enlighten me as to any impending kits of the Whitley.

Yours Faithfully,
Sean Rumley
By Email



Modelling Story

I belong to what many modellers believe is an extinct generation in modelling. I am a young 24 year old modeller that loves the hobby, in a market that is usually taken up with the old chaps (no offence) that have grown up with Airfix and Revell back in the 50s 60s and 70s being a main hobby source.

I have been part of the electronic generation, growing up with Playstations, Game Boys, multi-channel TV etc, all the things that take younger people away from the hobby. I came across modelling by accident when I was about 8 years old, and on being given my pocket money went to my local



Toymaster to buy a Matchbox diecast car toy, but found to my dismay the shop had had a price change.

I looked around the shop until I saw a Revell 1/144 Hurricane kit, and thinking it was a diecast plane I decided to buy it. To my horror when I got home to play with it, I opened the box and there was one grey and one clear sprue with about 20 parts and a little tube of glue. I had no idea what this was, never having come

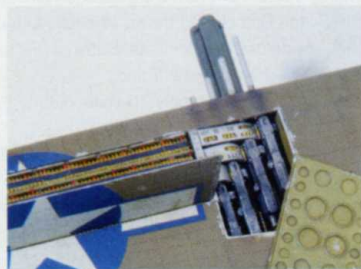
across it before. I studied the instructions for about 2-3 hours, using my young brain to try and work it out. I then decided to have a go, and borrowing a set of my mum's scissors I sat at my kitchen table and proceeded to make the kit, and about an hour later I had what appeared to be a complete model of a Hurricane. It looked fantastic

Which brings me to one other thing. I'm always looking at Trumpeter kits, and in the March 2008 issue Angelo Picardo reviewed the P-47D Thunderbolt, but the review has pictures that have been copied from the Trumpeter website and are not pictures used by the reviewer during construction. I thought I would point this out, as it leads me to question whether the reviewer actually built the kit at all.

Regards and best wishes

Jon Howes
Penzance

Apologies are, of course, due to Angelo for the bit of dozy editing that saw the wrong pictures used to illustrate his review. The images we used were provided by Trumpeter's UK importer, Pocketbond, and used with the special preview we ran of the kit a few months back. They remained on file and



and I was hooked. Within a couple of years I had 50-odd little kits hanging from my ceiling.

But now I consider myself an experienced modeller. I've completed the likes of the Trumpeter 1/32 A-10 Thunderbolt and Su-27 flanker, and the 1/35 CH-47D Chinook (converted to a RAF CH-47 HC.1) which I pride as my best kit to date. Trumpeter are by far the best kit manufacturer out there at the moment for quality - if you

overlook the odd mistake.

I just want to let people know that there are people of my generation that love this hobby, and as I get older, and have any children/grandchildren I will make sure I pass on my enthusiasm to help it continue and thrive.

were included on a last-minute layout and overlooked by Yours Truly. Angelo's model is a beautiful piece of work, and we are proud to present some images of it here to set the record straight - Editor

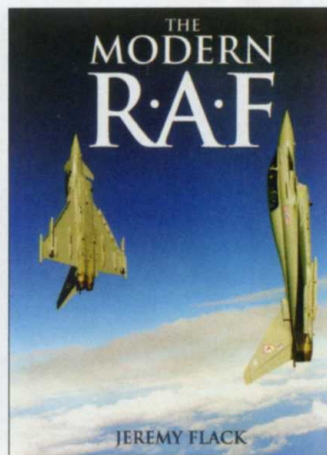


The Modern RAF

BOOK OF THE MONTH

Being neither an obsessive collector of books, nor having space to accommodate a library of *Robinsonian* proportions, I tend to accumulate only those books that will be of some practical use towards furthering my modelling projects. Being a fan of the RAF in its contemporary form, this is one such volume.

Compiled in 2005, the book is effectively a snapshot of the service at the time, and features over 300 photographs, and comprehensive data on all equipment, units and locations in the current inventory. While individual topics are dealt with only in as much detail as space allows, there is enough on everything to place it in context, and



the modeller amassing a collection will have a nice basis on which to start.

TECHNICAL DATA

Author: Jeremy Flack
Publisher: Crowood
ISBN: 1861266162 Price: £35
Format: Hardback 288pp

There are full histories of both squadrons and bases, and while I would have preferred to see more on weapons, with some colour diagrams included, the book does not aim itself specifically at the modeller, and may be regarded as a more general rounded view than an in-depth one.

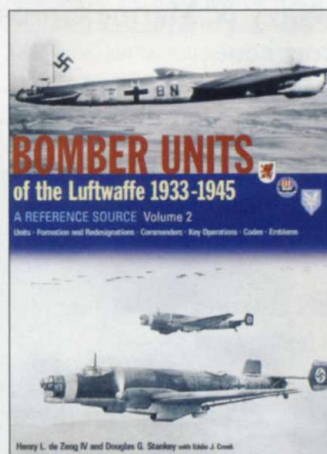
Still, an excellent work, highly readable, and very useful.

SAMI

A Reference Source Volume 2

Bomber Units of the Luftwaffe – 1933-35

De Zeng and Stankey, both well-known and highly respected as experts in their field, have spent some twenty years compiling the most comprehensive and detailed history and listing of all the Luftwaffe's bomber units. Here we have the second volume of their labours and this covers some of the fifty bomber *Geschwaderern*, together with their component Staff flights and *Gruppen*. This new book continues to cover pre-war formation, designation and reorganisation and maintains the information through to the end of the war, with locations, bases and transfers together with an exhaustive breakdown of theatres of operations, key battles and missions flown and aircraft types that were flown by each unit. In addition there are comprehensive listings of unit



commanders and when – and often where – they were in command. This

TECHNICAL DATA

Authors: Henry L. de Zeng IV and Douglas G. Stankey
Publisher: Ian Allan
ISBN: 9781903223871
Format: Hardback, 208 pages
Price: £35.00
www.ianallanpublishing.com

book is a highly detailed and extraordinarily well researched piece of work, which has never been attempted in such a way before. It is effectively unique and will become a standard reference for enthusiasts, aviation historians and authors. Superbly and dare we say profusely illustrated, this is a must-have for any enthusiast.

AE

SAMI

Military Photo Logbooks

US Naval Aviation & US Air Force Aviation

Both of these titles follow an identical format covering the operations of US Air Force, Navy, Marines and Coast Guard during 2006. This is a busy time for the US Military, with operations in Afghanistan and Iraq as well as the normal day-to-day business around the world.

2006 saw a number of new aircraft starting to reach operational status like the F-22 Raptor and the CV-22 family of tilt rotors as well as a large number of new UAVs, while in the sunset of their operational lives during 2006 are types like the F-4 Phantom, F-111 and F-14 Tomcat as well as a few that seem destined to be in service for at least a further 25 years like the B-52, C-130 and E-2 Hawkeye. All of these types and many many more are covered in these photographic scrap

books. The photography is to a universally high standard and not only covers the aircraft but also the ground crew who maintain them, and there are plenty of shots for those looking for diorama inspirations.

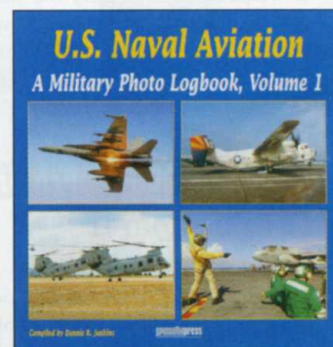
I hope these titles will become an annual event as they provide an interesting historical record of US Military operations and for the modeller

TECHNICAL DATA

U.S. Naval Aviation
A Military Photo Logbook Part 1
ISBN 978-1-58007-114-7

U.S. Air Force Aviation
A Military Photo Logbook Part 1
ISBN 978-1-58007-113-0

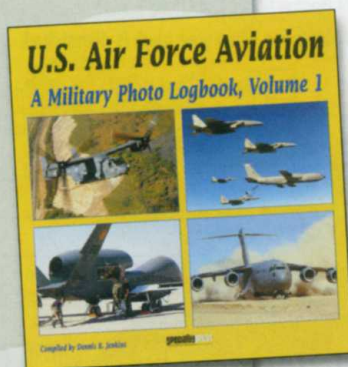
Author: Dennis R. Jenkins
Publisher: Speciality Press
Price £11.99 (each)



provide an insight into the effects of day-to-day operations on aircraft camouflages. The only improvement I could suggest would be to include a small section on the operations of the Army aviation elements to complete the picture of US Military Aviation.

DF

SAMI



Monografie/Monographs 35

Messerschmitt Bf 109F – Vol II

Another welcome release from Kagero in their 'Monograph' series sees the second part of their lavish treatment of the Bf 109F. UK readers will be pleased to note that the trend for English text throughout has continued, and this, along with the decal sheet including five options in the three major scales, makes this a package of exceptional value.



The aircraft's service in the Mediterranean theatres, North Africa and the Eastern Front are covered in this



TECHNICAL DATA

Author: Marek J Murawski
ISBN: 978-83-60445-99-0
Publisher: Kagero Price: £13.00
Format: Softback, 96pp

follow-up volume, and the book includes no fewer than 24 pages of scale plans, making this – in conjunction with part 1 – a definitive work.
Colin Barnes

SAMI _____

Aviatori e mezzi aeree della Guardia di Finanza 1913–1978 Revenue Security Corps

As you may gather from the title this is an Italian publication, though it does have an English summary. For readers who do not speak Italian this book is the history of the 'Revenue Security Corps' within this period.

In effect this is a border police with the necessary equipment to do the job. It is a sort of 'Tax Police' to prevent tax evasion, for example through smuggling, and their equipment includes aircraft. But in its early days it was more belligerent and took to defending Italy's shores with such things as the Nieuport 11, Fiat R2 and the Romeo Ro 37 among others.

The book is profusely illustrated in both monochrome and colour, plus eleven beautifully executed colour profiles. These include the Ansaldo SVA 5, Caproni Ca 3, the Beechcraft C-45 and a number of helicopters including the Bell 47 and the NH 500. I must say, this book gives you more information than you would normally expect in one about aeroplanes. For instance there are colour photographs of brevets through the decades and would you believe it, different watches, illustrations of the uniforms, flying gloves, headphones, sheath knives,



TECHNICAL DATA

Author: Maurizio Di Terlizzi
Publisher: IBN
ISBN: 88-7565-041-1
Format: Hardback 200pp

helmets and even cameras.
This is a specialist publication for students of Italian aviation of a unit unknown to most of us.
Ernie Lee

SAMI _____

Fleet Air Arm Camouflage and markings Atlantic & Mediterranean Theatres 1937-41

It is astonishing, although dare I say, somewhat heartening, to see the Fleet Air Arm at last being accorded some of the recognition it deserves in modelling product. Having spent some years trying to build and convert outdated kits into unobtainable types, it was very often the case that the only information available in print was either in enormous specialist tomes of immense erudition and corresponding price – the Ray Sturtivant masterpieces, that I will one day own a complete set of – or untraceable old volumes, long out of print, and spoken of only in hushed tones of reverence by older modellers at club meetings and shows: 'oh – that one by Winkle Brown! Have you not seen it...?'

No, I haven't, actually. There was a beautiful pictorial published by Squadron a few years back, which was my constant companion on many projects, but nothing like the book I have here in my hand.

This book covers what must be the most critical period in the FAA's history – when it turned from an untried afterthought into the force that conquered 'Cunningham's Pond.' Nothing like it has happened to the service before or since, and it is a great thing for the hobby that the aircraft that performed this pivotal feat – the Swordfish, Skua, Martlet, Fulmar and Gladiator, among others, are now all available in good injection moulded kits.

Covering markings and camouflage up



TECHNICAL DATA

Author: Stuart Lloyd
Publisher: Dalrymple & Verdun
ISBN: 9781905414086 Price: £24.95
Format: Softback, 152pp

to the introduction of the Albacore, but stopping well short of Pedestal, this book has a pleasing air of 'to be continued' about it. It's an important book, about an important period, and – given some of the errors and oversights with regards to early wartime naval camouflage – should be regarded as essential by any modeller choosing to model the subject.

GH

SAMI _____

Topcolors 2 Messerschmitt Bf 109G Over Germany – 1

This is essentially a pictorial publication, and is centred around the 28 pages of superb colour artwork by top illustrator Arkadiusz Wrobel, depicting a number of Gustavs of different marks. The G-6, G-10, G-12 and G-14 are all covered, and both port and starboard views are offered, along with upper surfaces and some scrap views of the undersides where necessary. Captions are in both English and Polish, and the icing on the cake is the decal sheet giving eight options in 1/72, 1/48 and 1/32, as well as the usual sheet of canopy masks.

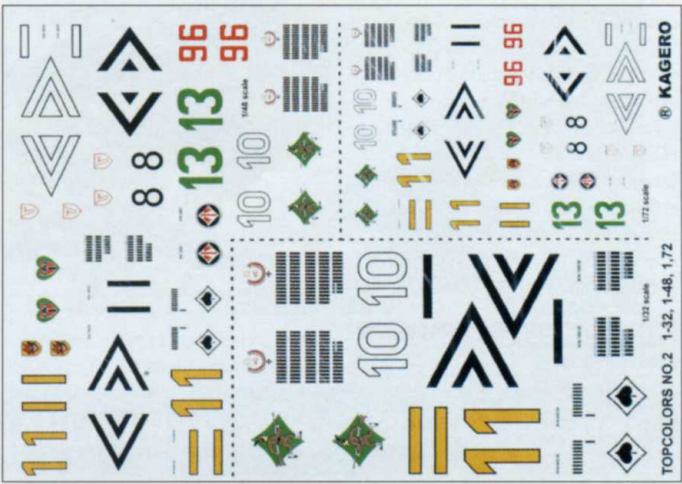
Another excellent modellers' product from Kagero.
Barry Brine

SAMI _____



TECHNICAL DATA

Author: Marek J Murawski and Arkadiusz Wrobel
ISBN: 978-83-60445-78-5
Publisher: Kagero Price: £13.00
Format: Softback, 34pp



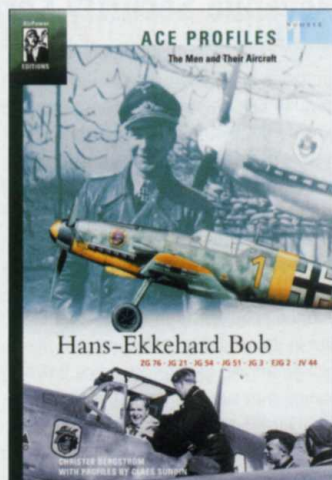
New Editions

For those bibliophiles like venerable Group Editor Neil Robinson, two new series of books have arrived that are going to put the kitchen improvements off indefinitely, as they will be considered must-have purchases, and far more crucial to the hearth and home than something as mundane as a functioning cooker or hot running water.

Published by AirPower Editions, worldwide distribution is in the hands of The Aviation Bookshop, and further information on the series can be obtained from www.aviationbookshop.com

Ace Profiles

One is immediately attracted to these books by the well-designed covers, featuring nice



TECHNICAL DATA

Ace Profiles Number 1. Hans- Ekkehard Bob

Author: Christer Bergstrom

Publisher: AirPower Editions

ISBN: 9780955597718 Price: £16.99

Format: Softback. 72pp



TECHNICAL DATA

Ace Profiles Number 2. Max-Hellmuth Ostermann

Author: Christer Bergstrom

Publisher: AirPower Editions

ISBN: 9780955597725 Price: £16.99

Format: Softback. 64pp

go to make up the kind of book that will find a place on any modeller's bookshelf. Photographic reproduction is excellent, and the colour artwork beautifully done.

To be honest, they remind me in many ways of Osprey books, with all the reading pleasure and reference usage to be gleaned from those superb titles, with the added advantage of being in an A4 format, which conforms to the geometry of 99% of my book collection. Long may the series continue.

The Luftwaffe Ritterkreuztrager

This, the first in the series of resource guides to Luftwaffe aces, is a slightly

odd book. While the artwork and pictorial content are superb, it is clearly focussed on research and data, rather than presentation and content. Thus, while the 'Ace profiles' volumes on Bob and Ostermann offer a highly readable chronological text, that may be regarded as accessible to even the casual reader, the Marseille book is largely given over to discussing fascinating minutiae and lists of photographs printed in other books, and while the preface makes no bones about this, and presents the book as a resource to be utilised as such, that doesn't make it a good read.

Given the proliferation of material on this field, it is tempting – for this

reviewer at least - to see this particular book as 'a bridge too far.' The fact that it is packed with accurate well-researched data, and is almost certainly the definitive index of sources and resources on Marseille and his aircraft will make this an essential purchase for many. For those to whom the layout is a little confusing it may stand beside those crowning works of literature, *The Complete Works of Shakespeare* and *The Oxford English Dictionary*, and remain likewise revered, but unread.

Marcus Brown

SAMI



colour profiles, period photos, and the promise of more within. Contents-wise they cannot be faulted. They are well-written, both tell a good story and have all the essential ingredients that

Boccadifalco Aeroporto

This is the story of this Palermo airport. It is an Italian/English publication, the different text being written side-by-side making it easy to read. The first fifty pages deal with its history and all the rest comprise a captioned picture gallery. As with many airfields on mainland Europe it is used by civilian and military aircraft, thus making many of the photographs of extreme interest to the student both of commercial and military aviation.

Fascinating historical images range from a Caudron G.3/bis in civilian guise flown by Giuseppe De Marco in 1923 to a Junkers Ju 52 of the wartime German Sanitary Service (Red Cross ambulance), and to latterday subjects including a multitude of light aircraft, including helicopters.

TECHNICAL DATA

Author: Salvo De Marco

Publisher: Fotograf

ISBN: 978-88-95272-20-7

Format: Softback 308pp



Also included are fourteen profiles, ranging from the Breda Ba.33 to the Breda-Nardi NH-500MD with an assortment of Italian warplanes.

Ernie Lee

SAMI

Les Ailes Francaises 1939-1945 – No 7

Les aviateurs de la France Libre (1 partie)

TECHNICAL DATA

Author: Arnaud Prudhomme

Publisher: Editions TMA

Format: Softback, 100 pages

UK price: Euro 14

This is another French language publication from this source, this time covering French operated and flown aircraft, pilots and units, during World War Two, and includes some fascinating French aircraft designs sporting a bizarre mixture of British and French schemes and markings.

As with all Editions TMA titles, although the majority of the captions are relatively self-evident and can be readily translated even by those with a basic standard of French, it is the scores of photos, combined with an interesting selection of full colour profiles, that make this title, and the

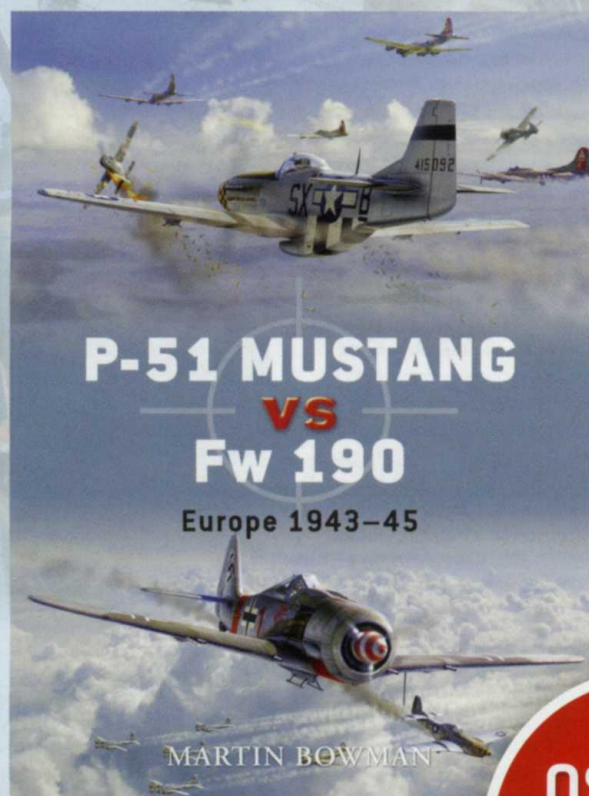


previous six in the series, well worth checking out.

NR

SAMI

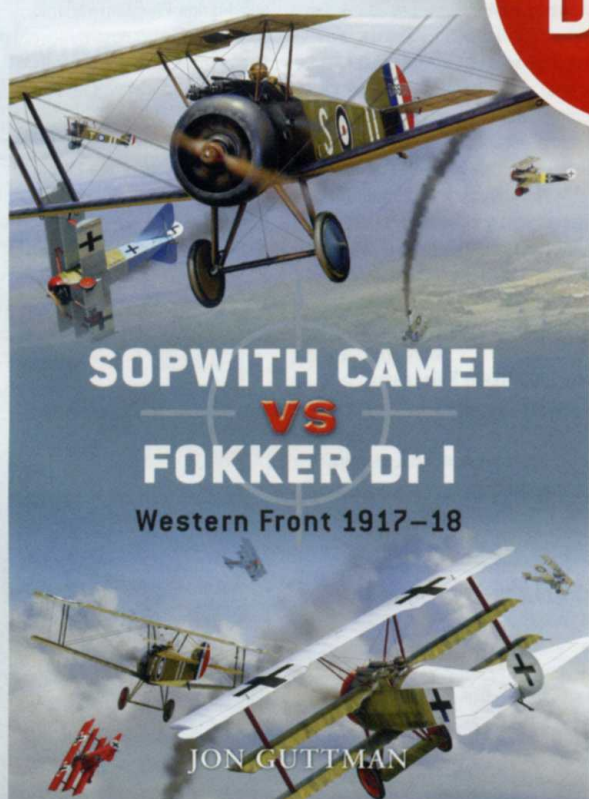
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Ciel de Guerre La Campagne de Pologne

TECHNICAL DATA

Author: Jose Fernandez
Publisher: Editions TMA
Format: Softback, 100pp

These 'Dossiers' are both fascinating and frustrating to many modellers in the UK. Fascinating, because they are so well illustrated, and seem to be packed full of pictures no one has seen before, and frustrating because they are all in French, a language in which I can order a meal and find a railway station, but sadly little else. The error is, of course, mine.

Although translating a technical military text will be beyond most of us, the captions are largely self-evident, and as the pictures are the meat of the book, it can still be recommended to those



with a fascination for the period.
Colin Barnes

SAMI

A detailed view of the F-4E/F & RF-4E Phantom II

For Phantom-Phanatics it's like Christmas, with so many excellent new books on the 'Rhino' appearing. Here we have a superb full colour anthology of the last Phantoms in world-wide service produced by Greyhound Books. The Spooks operated by Germany, Greece, Japan and Turkey are all featured in intricate detail, with pin sharp photography and the sort of intricate detail that the modeller desires. The



book is divided into Exterior, Cockpit, Action and Maintenance with a liberal application of colour schemes and superb in-flight photography. Add to these eight pages of line drawings and technical illustrations and you have a



TECHNICAL DATA

Authors: Peter Anthoni & Nico Debeck
Publisher: Greyhound Books
Format: Softback, 134 pages
Price: £7.95
www.greyhoundbooks.com

concise and highly informative 'coffee table' book.

SAMI

Realistic WWII Aircraft Finishing Techniques (DVD)

Many aviation modellers struggle to achieve true realism in some of the finer details of aircraft modelling and they will appreciate some sound advice from a master modeller.

Geoff Illsley is famous for his airbrush painting skills but is also a dedicated and passionate aviation modeller. In this program he takes a look at some of the most difficult aspects of modeling WWII aircraft and demonstrates in detail his techniques for finishing spinners, wheels, decals,



natural metal effects and Luftwaffe colours. He also discusses the choice and mixing of paints, shows us the colour shift scale effect and much more.
GH

SAMI

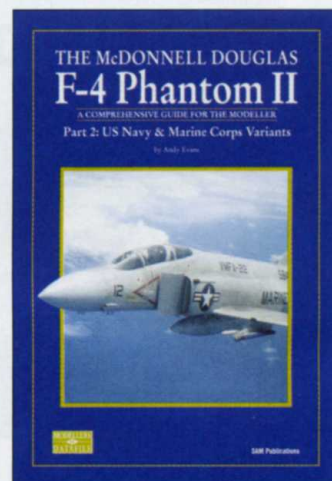
Part 2 USN and Marine Corps Variants F-4 Phantom II

The latest release in the Modellers DataFiles series is the second of three volumes on the F-4 Phantom, this time covering the Navy and Marine variants. Now, no book of 128 pages is going to be considered as a definitive title on a type that has been in service for nearly 50 years, but what you do get is a perfect for the needs of most modellers. The first seven chapters cover all the various variants from the F4H-1 and F-4A prototypes to the versions still in service today, the QF-4B/N/S drones. This, and the following historical section are well illustrated with period black and white and colour photographs combined with informative text. Each variant's section also includes a number of technical illustrations and the kind of detail photographs that modellers love.

Next is a small section of 25 colour profiles mostly from colourful 60s and 70s before we turn to the history and operators section which takes up the next 5 chapters. This is probably the weakest area of the book with the sections on the Blue Angels and the VX4 and their famous Black Bunny Phantom having barely a paragraph of text and some photographs.

Now we turn to the fun bit, the models. This starts with a build of Tamiya's massive 1/32 Phantom, followed by a selection of Hasegawa 1/48 scale kits, before returning to 1/32 with a RF-4 conversion. These articles are written by familiar names to regular readers of SAMI like Gary Prettyman, Angelo Picardo and David Aungst and cover both out-of-the-box builds as well as adding detail from after market sets.

The final sections of the book are the appendices starting with a list all the available Navy and Marine Phantom kits and accessories and I was surprised how short this list was, though new F-4s are being launched all the time, normally with different decal options especially by



TECHNICAL DATA

Author: Andy Evans
ISBN 0-9551858-4-X
Publisher: SAM Limited Price: £15.00

Hasegawa who have produced at least 40 different versions of their 1/48 kit. The title is completed by a selection of pull out plans in 1/72 scale for the F-4B/J/S and RF-4B drawn by David Howley.

Having all of the Datafiles produced to date on my book shelves I have observed the steady evolution of this range of titles and the latest release at £15 offers a good value for money reference for anyone modelling the Navy and Marine Phantom variants, containing just the right mix of text, photographs and plans combined with the type of model writing that is so popular in SAMI.

The final book in the Trilogy will cover the export users of the Phantom including of course the British Rolls Royce powered variants and should be released in the summer of 2008.

DF

SAMI

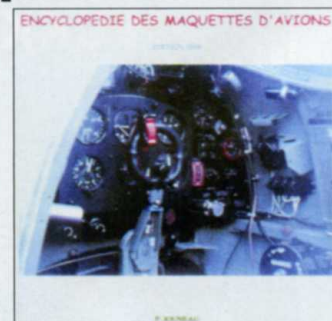
Edition 2008-03-09 P. Jouneau Encyclopedie Des Maquettes D'Avions

This is a beautiful piece of research. The author has compiled a mass of data, boxarts, manufacturers lists, catalogue numbers, in what must have been an epic odyssey through the sprawling cornucopia of the model industry, and while the product is definitely a homemade artefact, the work it represents, and the fascination it will hold for any modelling enthusiast, mean it cannot be recommended too highly.

The two chief elements are the A-Z encyclopaedia of manufacturers, with comprehensive lists of product for each, and the A-Z of aircraft types by which the boxarts are arranged. Browsers will find a few surprises in here, not to mention a few old friends.

GH

SAMI



CD-ROM

Phillipe Jouneau
9 Lotissement, Le Lusset 64190, Navarrenx, France
Price 19 euros or £16.00 inc p&p
Email: philippe.jouneau@libertysurf.fr